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CITY PLANNING COMMISSION

DRAFT ENVIRONMENTAL IMPACT REPORT

CONDOMINIUMS, BLOCK BOUNDED BY CAROLINA, NINETEENTH, WISCONSIN AND TWENTIETH STREETS

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Condominiums, block
bounded by Carolina,
1974.

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SUMMARY

The project would consist of 91 residential condominium units in 31 buildings of wood frame construction with Victorian style and trim. The units would be single floor flats in two and three story buildings. The residential buildings would cover approximately 35% of the site. An underground parking garage for 75 cars and additional garages for 23 cars would be provided. The recreational facilities would include two tennis courts and a swimming pool. The anticipated occupancy would be 213 persons.

The site is bounded by Nineteenth, Wisconsin, Twentieth and Carolina Streets in the R-3 area known as Potrero Hill. The site slopes upward from Nineteenth Street to Twentieth Street with a 26% grade on Wisconsin Street and a 15% for 320 feet and 51% thereafter on Carolina Street. Surrounding properties are mainly residential except to the north where the Potrero Junior High School is located.

The project would have the following environmental impacts: Increased demand for water, electricity and natural gas; increased demand for the disposal of solid waste; increased storm runoff and sewage; increased demand for curbside parking and street use; loss of views and open space, primarily from adjacent uphill properties; increased height and bulk from that which presently occupies the site; temporary construction noise and dust; temporary construction hazards; decreased air quality from some construction activities.

These would be alleviated, to a certain extent, by: Recycling of certain waters; use of 12 volt outdoor lighting; use of trash compactors; combined underground parking; landscaped sidewalk projections and sidewalk areas; varied setback of buildings; use of flat roofs behind facade; extensive use of trees, shrubbery and flowers; reducing height by placing some units below street level; use of varied Victorian trim and color combinations.

Noise during construction would be held within the guidelines set forth in the San Francisco Noise Ordinance.

The buildings would be constructed pursuant to San Francisco earthquake and fire safety laws.

Alternatives considered are: No Project; More Units in Planned Unit Development; Less Units in Planned Unit Development; Subdivision of Site; Rental Units; A Public Park.

If construction costs and financing charges will allow, the applicants desire to build an alternate plan of 87 units.

I. PROJECT DESCRIPTION

A. Site Location and Ownership

The site of the proposed development is the undeveloped one block area bounded by Nineteenth, Carolina, Twentieth and Wisconsin Streets on Potrero Hill in the southeastern part of San Francisco (see Plate 1). Nineteenth Street is on the north, Carolina Street on the west, Twentieth Street on the south, and Wisconsin Street on the east. The site consists of Assessor's Block #4070.

This block is owned by the applicants, Marcelle and Raymond Bright.

B. Type of Project

The proposed project consists of residential condominiums with recreational facilities, including tennis courts and a pool.

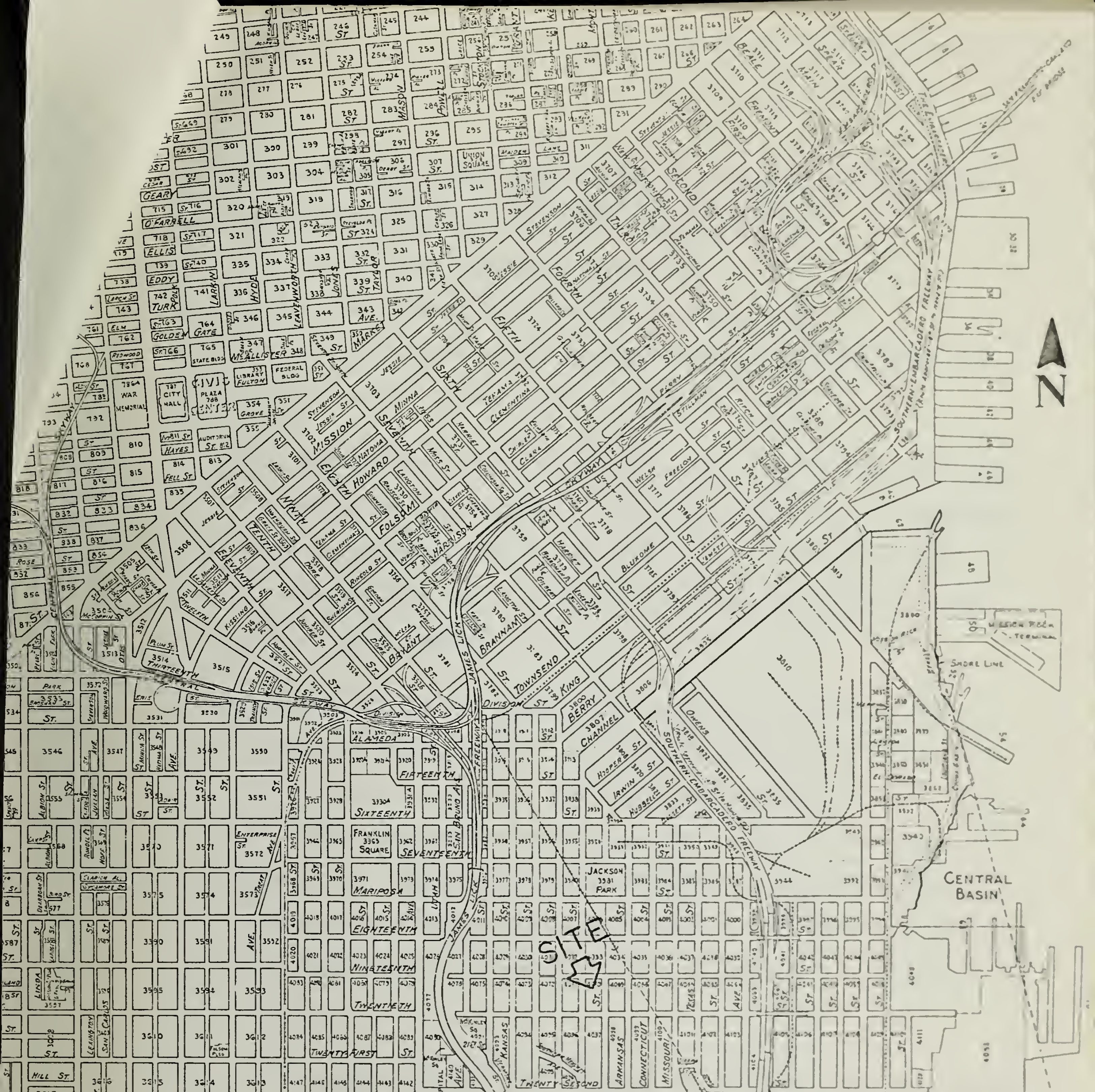
The units would be in two and three story frame structures in Victorian style and trim.

C. Objectives of the Project

The applicants' objectives are:

1) provide individually owned residences in a style that is compatible with the surrounding structures, with integral outdoor and indoor activity areas; and

2) obtain a return on investment.



PROJECT LOCATION - Block 4070 (entire block)

PLATE 1

To accomplish these objectives, the Planned Unit Development(1) concept was chosen(2) as it allows:

1) combined underground parking;
2) the maximum utilization of open space;
3) the offsetting of buildings for view purposes; and
4) the use of detached structures.

The application is for a maximum of 91 units (the property is zoned for 100 units). A site plan showing the approximate location of the 31 buildings for the 91 unit plan (the applicant calls "Plan A") is shown in Plate 2. See Plate 3 for legend.

However, it is the applicants' desire to construct 87 units, in 29 buildings, as shown in Plate 4, if it is financially feasible. The applicant calls this plan "Plan B". This configuration is the same as Plan A in Plate 2 except the three westernmost buildings along Twentieth Street would not be built and a three unit building would be added above the garage at the cul-de-sac on Carolina Street.

This would increase the open space; however, the applicants feel they cannot finalize this choice until the financing and construction costs are determined. Therefore, their application is based on the maximum impact, Plan A, the 91 unit plan.

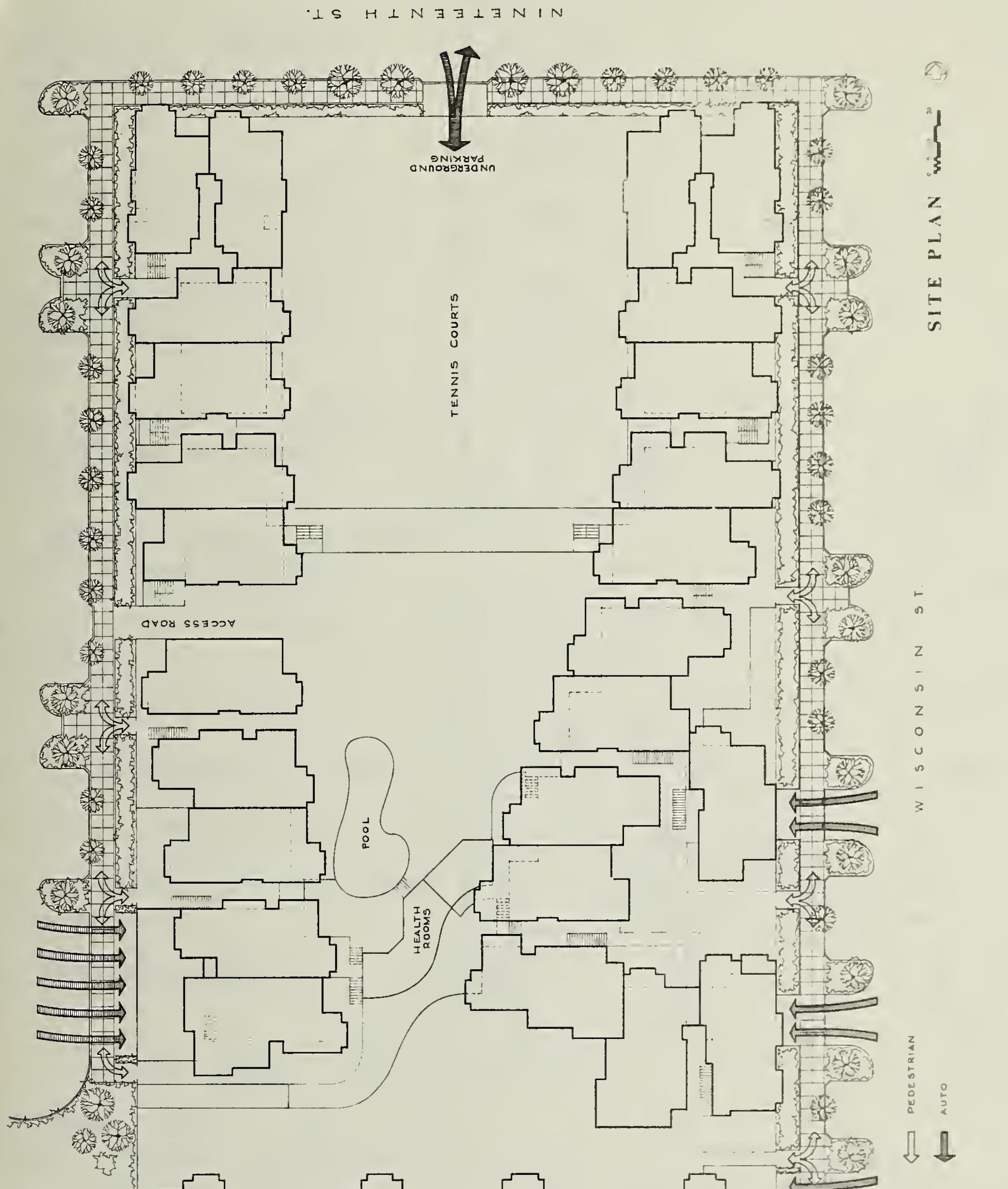

NINETEENTH ST.
UNDERGROUND PARKING
SITE PLAN
TENNIS COURTS
CAROLINA ST.
ACCESS ROAD
WISCONSIN ST.
POOL
HEALTH ROOMS
PEDESTRIAN
AUTO
TWENTIETH ST.

PLATE 2

LEGEND

3,4 & 6 - 2-bedroom unit 1st floor. 3-bedroom unit 2nd and 3rd floors. No. 6 has 4-car garage below.

2,5,7,8 & 9 - 3-bedroom units all three floors.

10 & 17 - 2 story only - 2-bedroom units each floor, 2-car garage below.

11-16 & 18-31 - 3 stories, 2-bedroom unit each floor.

32 - Tennis courts (parking for 75 cars below).

33 & 34 - Stairs from garage.

35 - Garage: 5 cars.

36 & 39 - Garage: 3 cars.

37 & 38 - Garage: 2 cars.

40 - Health rooms; sun deck above.

41 - Swimming pool.

LIVING AREAS

2 bedroom units; Approximately 1,000 sq.ft.

3 bedroom units; Approximately 1,240 sq.ft.

Total Living Area: Approximately 96,520 sq.ft.

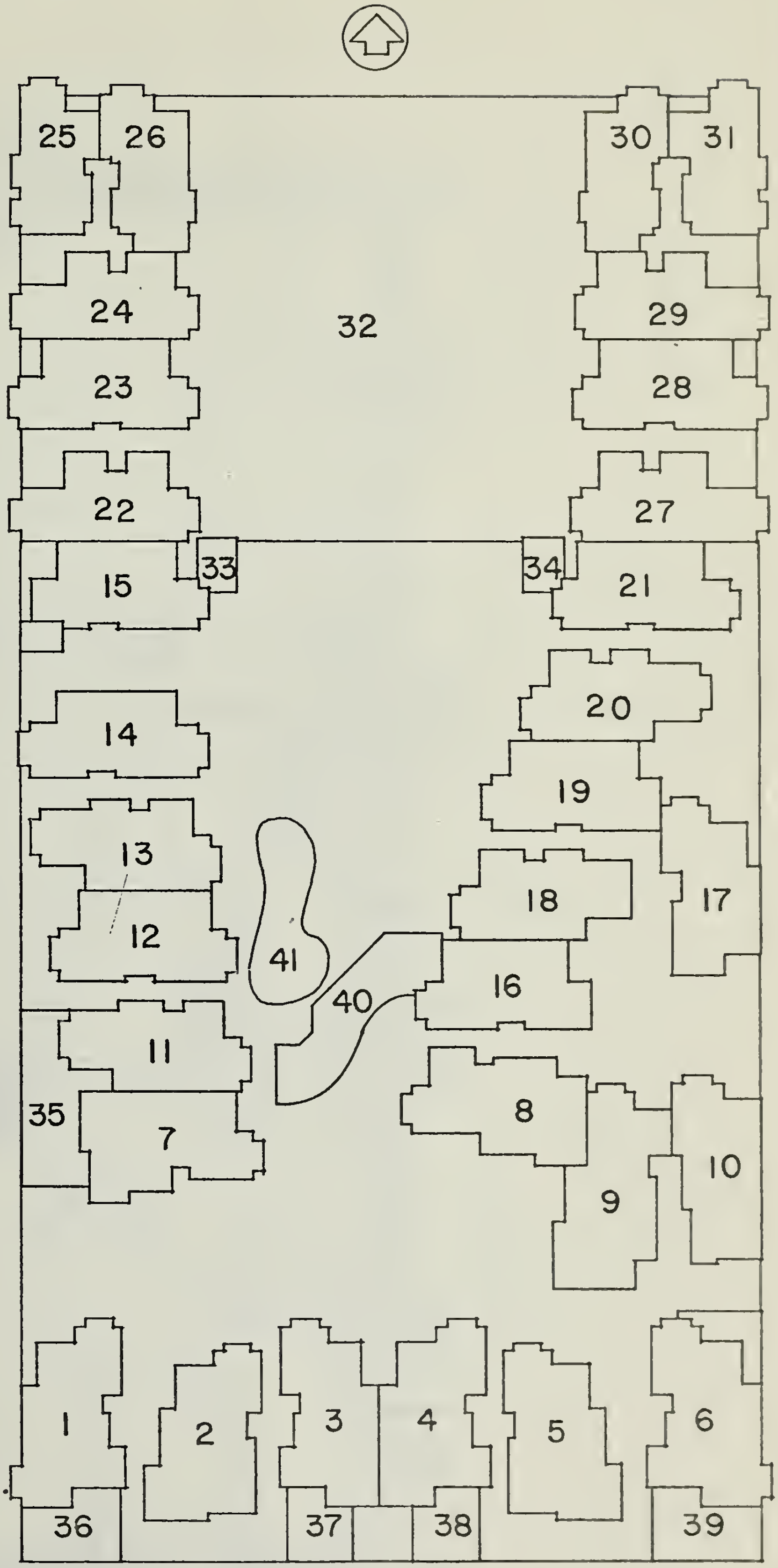


PLATE 3

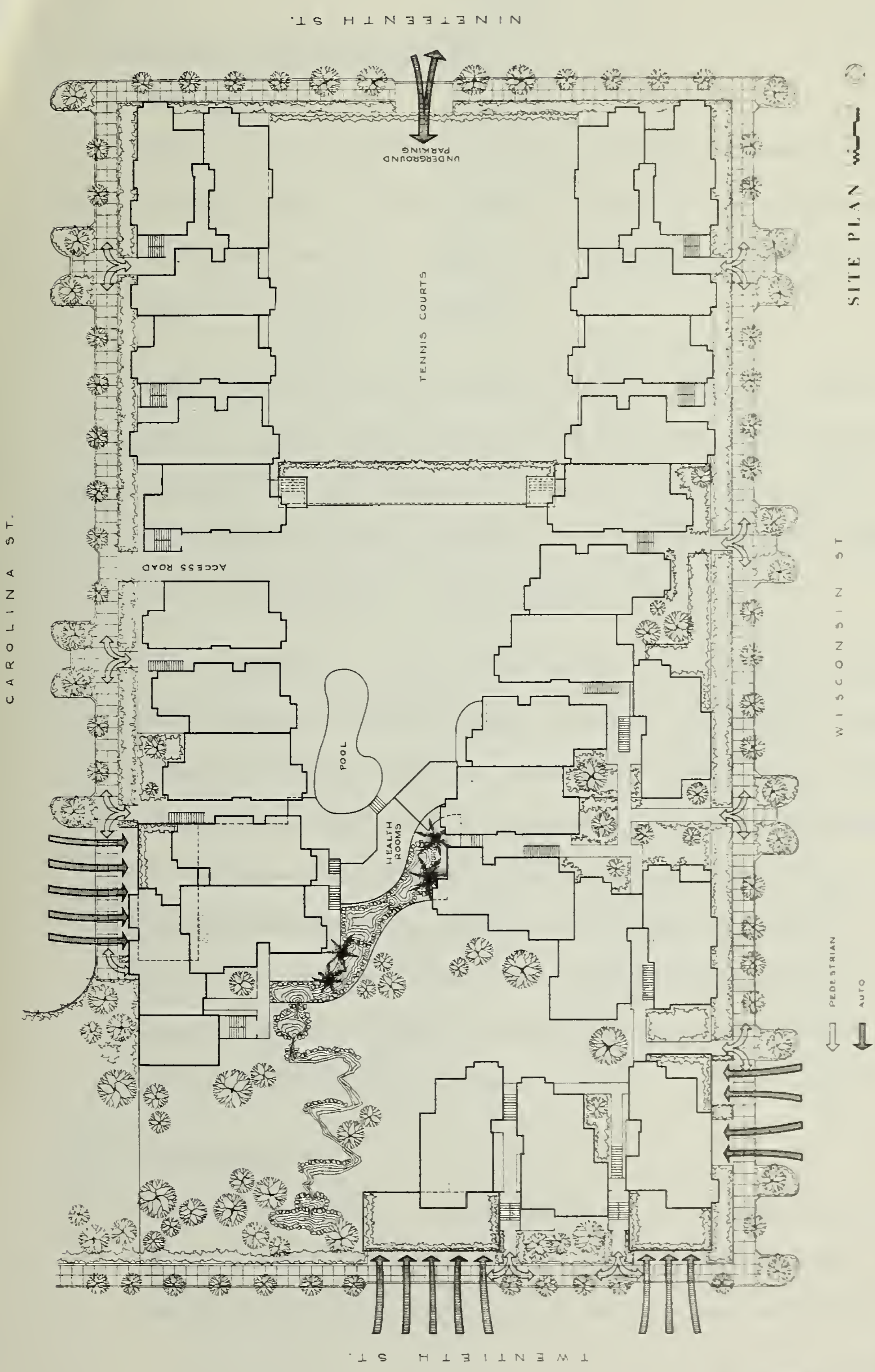

NINETEENTH ST.
UNDERGROUND PARKING
TENNIS COURTS
SITE PLAN
CAROLINA ST.
ACCESS ROAD
POOL
HEALTH ROOMS
WISCONSIN ST
PEDESTRIAN
AUTO
TWENTIETH ST.

PLATE 4

D. Physical Characteristics

1. Buildings

The dwelling units in the 31 buildings would be single level flats. Twenty-three of the flats would be three bedroom, two bath units and sixty-eight would be two bedroom, two bath units.

Each unit's master bedroom would have its own master bath. Most units would have separate dining and living areas with a fireplace in the living room and an adjacent view deck. The residential buildings cover approximately 35% of the site. See Legend, Plate 3.

The buildings would be of wood frame construction with the exterior wood siding finished in various colors. The buildings would be detailed in Victorian trim which would be selected for compatibility with neighborhood buildings. To further introduce variety, bay windows and decks would be constructed, (see Plate 5); the set back of the buildings would range from zero to 40 feet, and a number of the buildings would have their first floor below street level.

2. Landscaping

Special attention would be paid to landscaping along all of the sidewalks and in each setback area. Sidewalk projections with trees and plants would be located

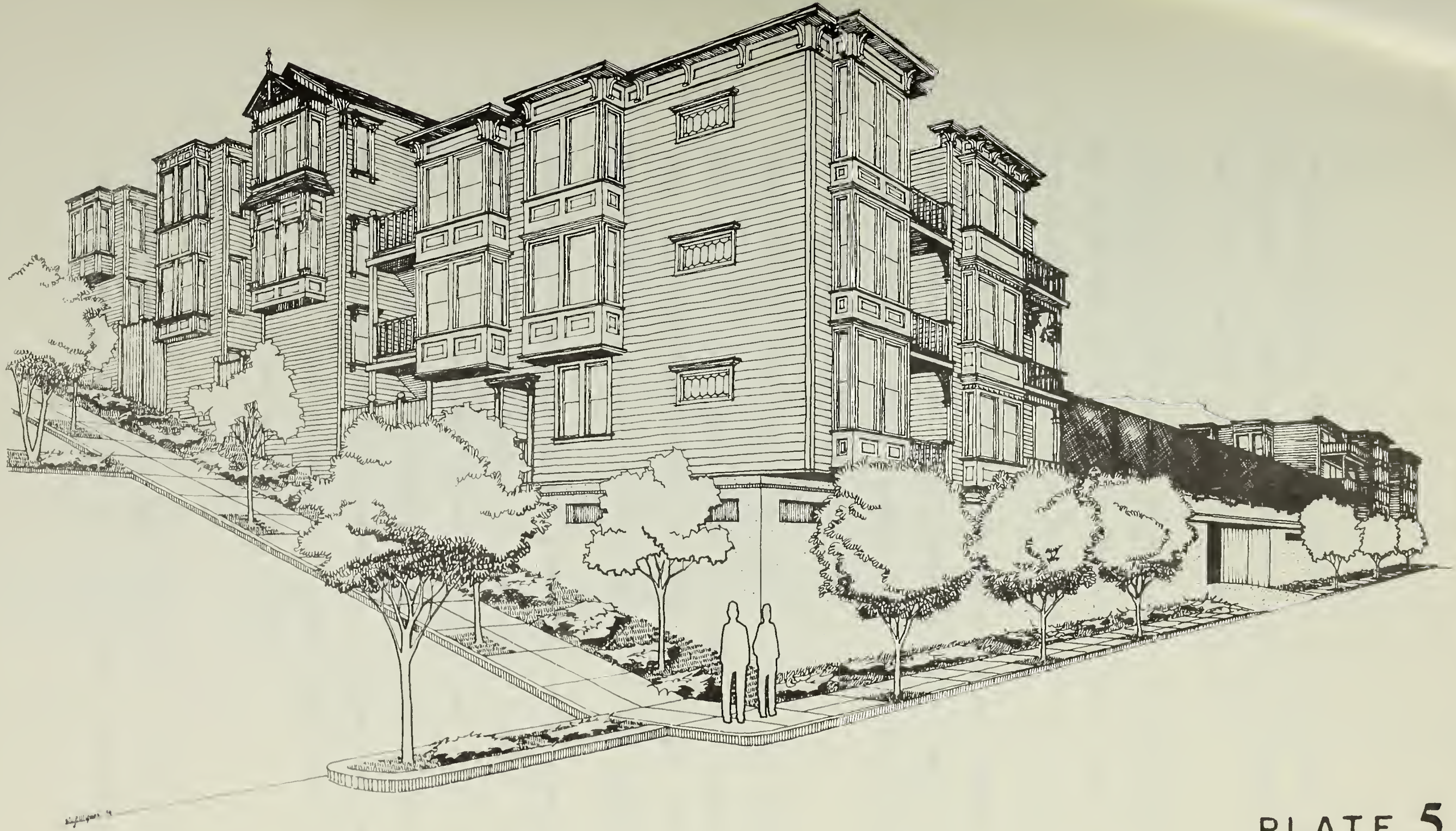


PLATE 5

on Wisconsin and Carolina Streets in the areas indicated on Plate 2. The plans include locating flower boxes on various decks and at stairway landings.

Above the center of the main garage on Nineteenth Street are planned two regulation tennis courts (see Plate 6). Planting would be done at both ends of the tennis courts.

The tennis courts adjoin the swimming and sunning area, consisting of lawn, trees and shrubbery, and a swimming pool. Flower boxes would edge the sun deck on the roof of the health rooms.

From the sun deck the site slopes upward to Twentieth Street. The applicant plans at least one stream in this area that would cascade down the slope from Twentieth Street to a pond adjacent to the health rooms.

The applicants plan to use planters on the smaller garage roofs, especially on Twentieth Street. Architectural fences are planned on the street side of the units that are below street level. Between the buildings, entries and fences of a compatible design are planned. The placement of these would vary from the property line to six feet inside.

3. Parking

The main parking area planned would be a 24,000 square foot concrete garage of 75 stalls with its entrance

and exit on Nineteenth Street. The exterior of the garage, where it appears above ground, would be arranged with plantings. Smaller garages, for 23 cars, (see Plate 3), are planned to accommodate those living farthest from the underground parking garage.

E. Scheduling

Construction would start as soon as full City approval is obtained and the duration of the construction is estimated at approximately 16 months.

II. ENVIRONMENTAL SETTING

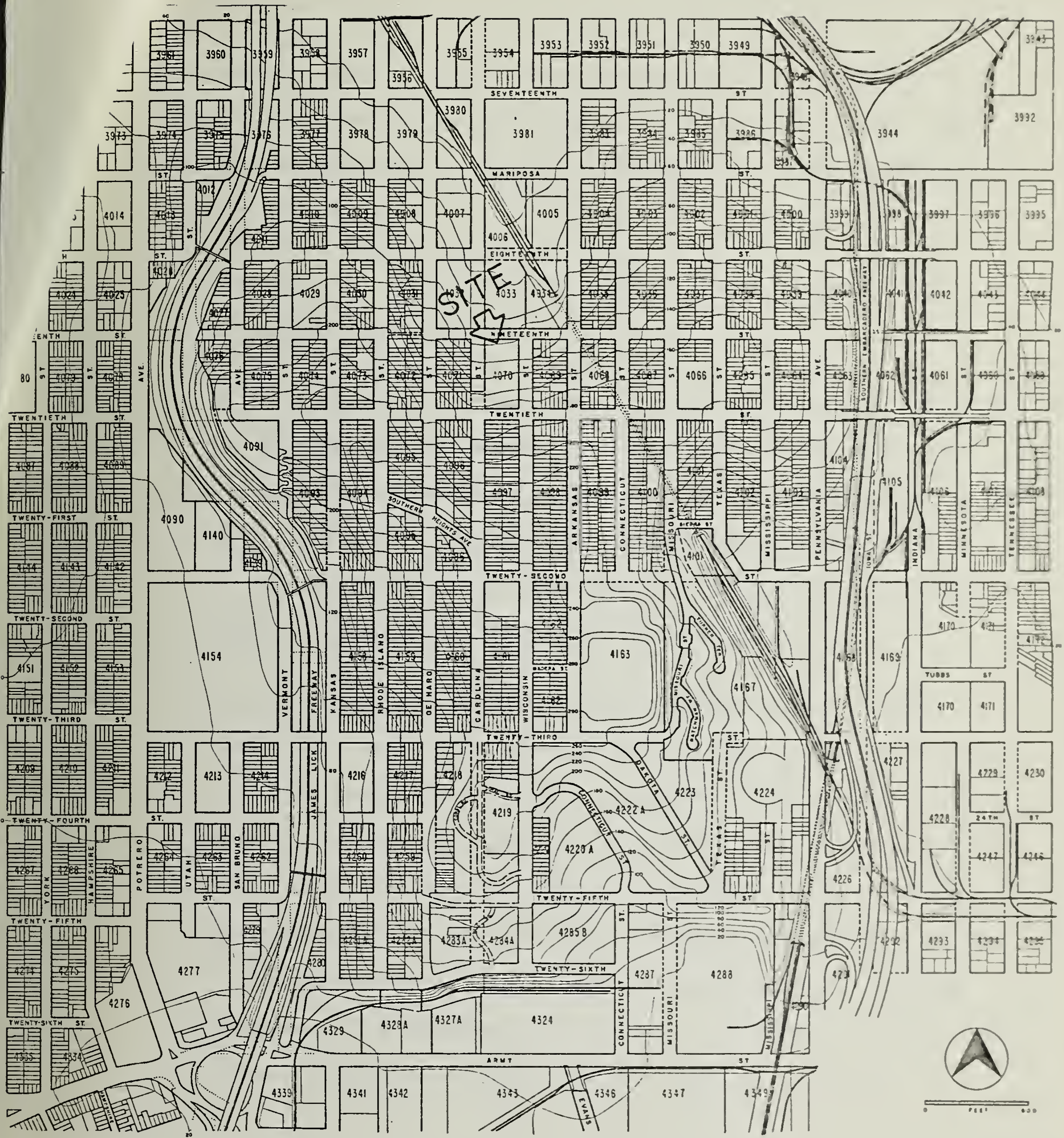
A. Regional Setting

The proposed project site is on the north side of Potrero Hill. Potrero Hill is the first hill to the south of downtown San Francisco. The Potrero Hill area is roughly bounded by Sixteenth Street on the north, Potrero Avenue on the west, Army Street on the south, and San Francisco Bay on the east.

Plate 7 depicts this area.

B. Project Site

The project site is a city block 200 feet (east and west) by 400 feet (north and south). The block has a vertical rise from 71 feet at the northeast corner to 176 feet at the southeast corner, and from 73 feet at the northwest corner to 160 feet at the southwest corner.



TOPOGRAPHIC MAP

PLATE 7

Potrero Hill in this area is roughly in the shape of a horseshoe with the proposed project in the middle. The Hill surrounds the project site on three sides, the west, south and east.

The project site is undeveloped. There is some dumping of refuse on the site.

Wisconsin Street on the east side of the project site has an approximate 26% grade from north to south along the entire site. Carolina Street has an approximate 15% grade from Nineteenth for 270 feet south. The paved portion of the street ends and the unpaved portion of the street rises to Twentieth Street at a 51% grade.

The northwestern corner of the project site is fairly level, the remainder of the project site rises at various rates to Twentieth Street. A picture of the block taken from the northeast, looking southwest toward the project site, is attached as Plate 8. A picture of the initial working model of the project, looking southwest, is Plate 10. A picture taken from the southwest corner, looking northeast, is attached as Plate 9. A picture of the same model, looking northeast, is attached as Plate 11.

PLATE 8

View of Site, looking Southwest

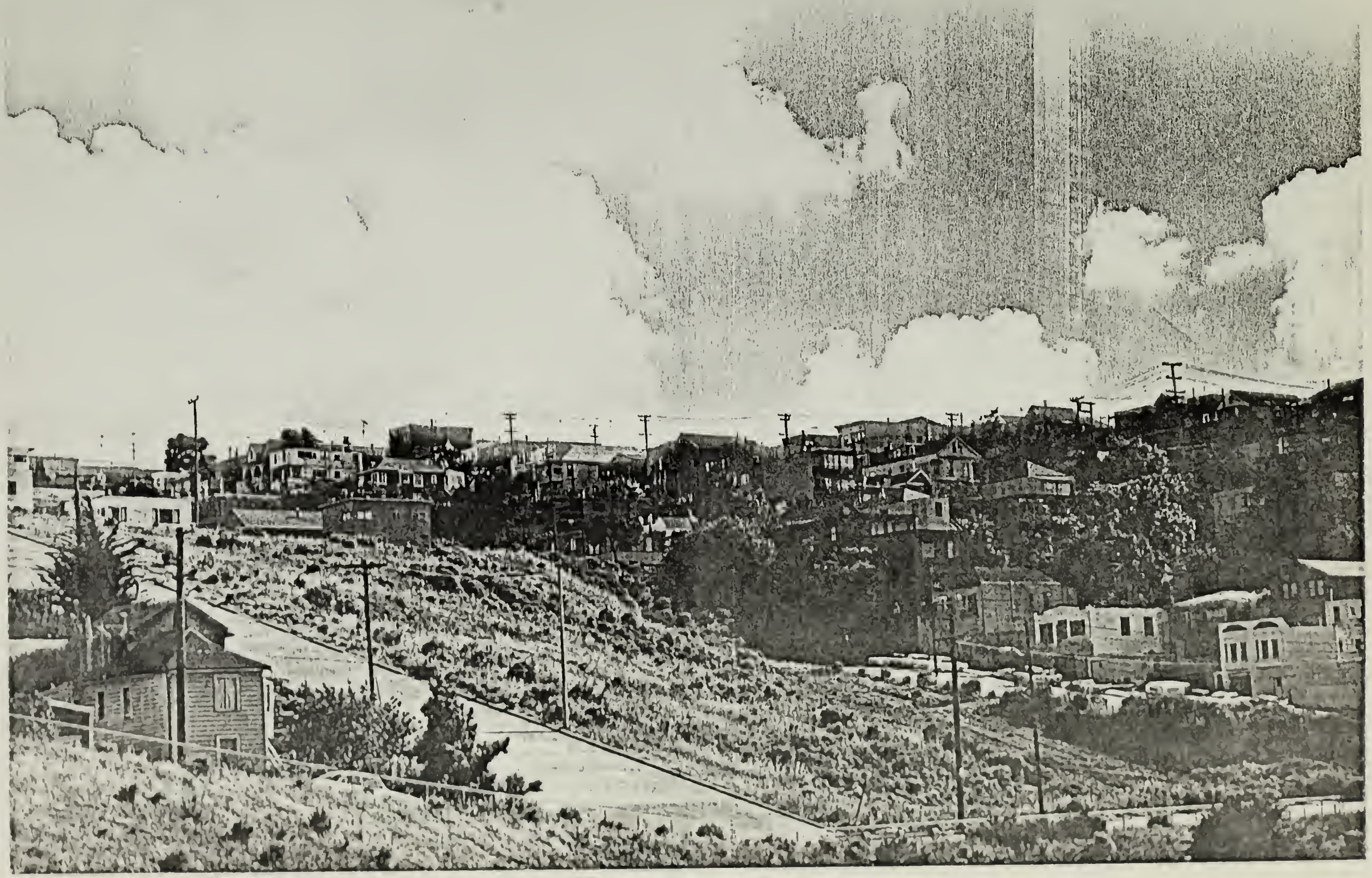


PLATE 9

View of Site, looking Northeast

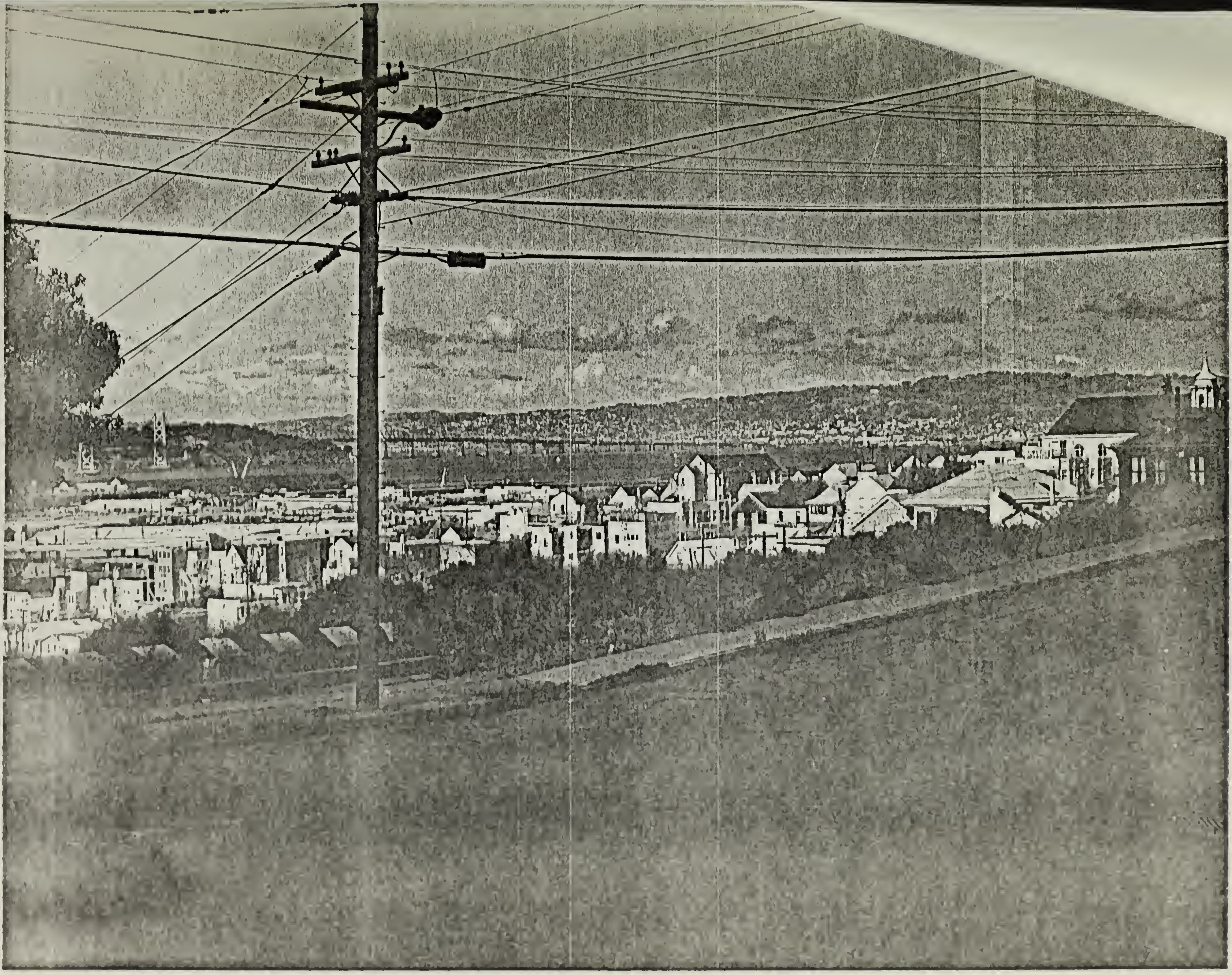


PLATE 10

Photograph of Working Model,
looking Southwest

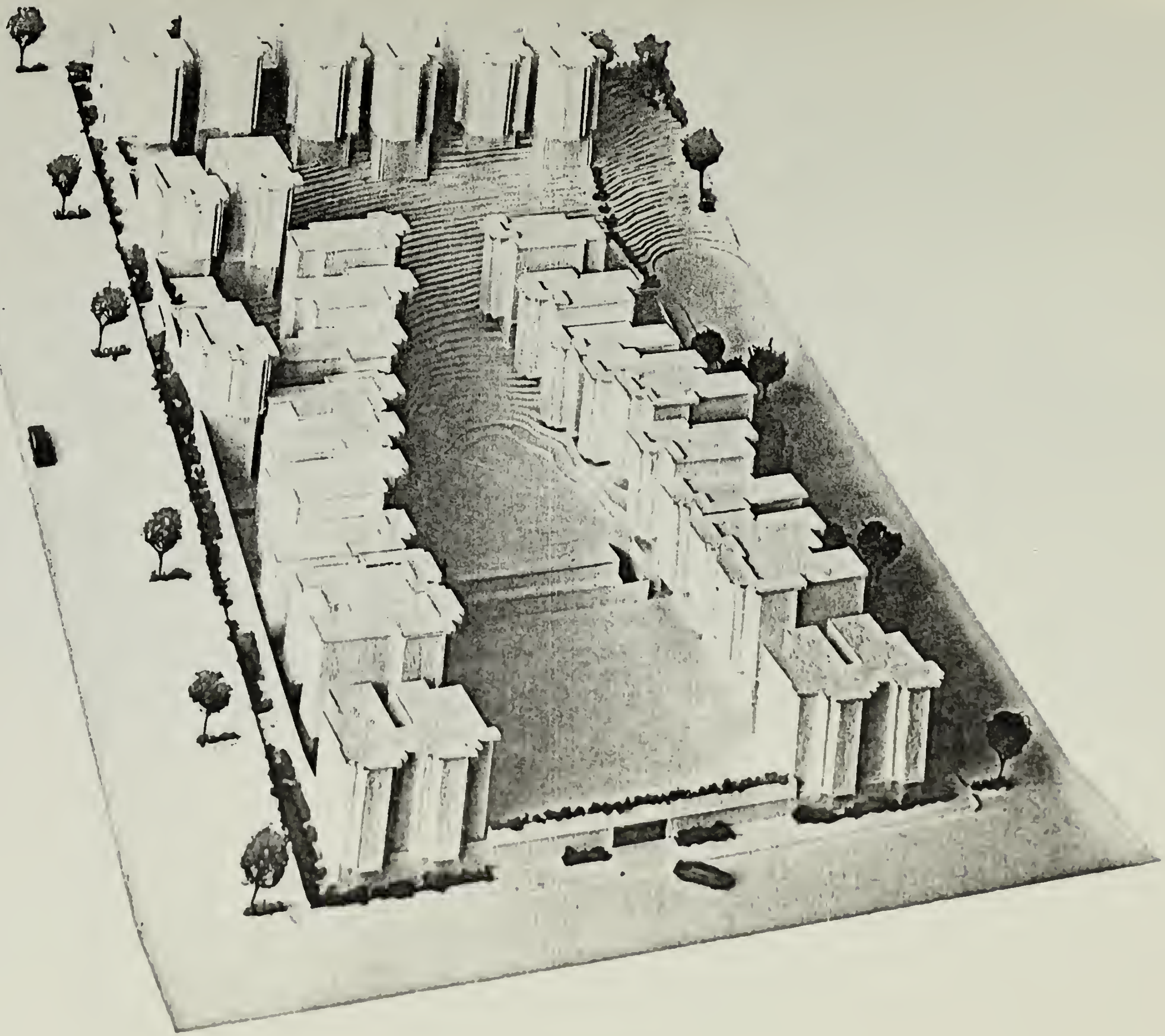
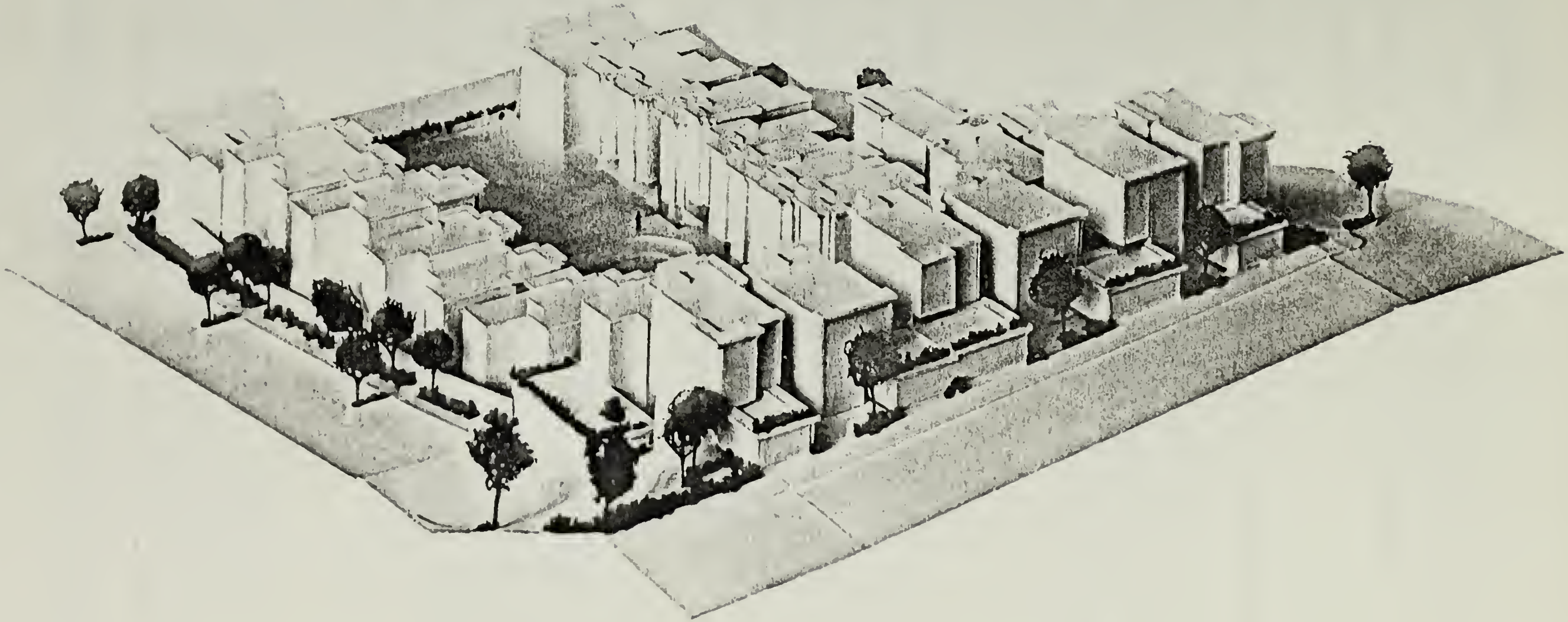


PLATE 11

Photograph of Working Model,
looking Northeast



C. Earth and Water

From one to fifty feet of fill overlie the bedrock as determined by the soils tests by Woodward-Lundgren & Associates.(3)

Surface water is absorbed by the soil and also drains to paved areas and travels the gutters to the sanitary storm sewer system. For a discussion of the soils and geology refer to Section III, for sewer system refer to Section III, G.4.a.

D. Plants and Animals

Most of the plant cover consists of common weeds and grasses of Northern California. There are no trees or plants of large size. None of the species represented on the site are among the endangered species of California.*

Some small birds are seen occasionally on the site. There are many trees and plants surrounding the site that attract and support these birds. Other small animals, such as insects, are found on the site. There are no endangered species of animals living on the site.*

E. Land Use

There are industrial sections to the north, south and east of Potrero Hill. On the west of Potrero Hill is a part of the Mission District which has both residential and industrial areas. The freeways on the west and east

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*Discussion with Mr. Ed Michaels, Department of City Planning

of Potrero Hill and the industrial areas to the north and south have somewhat made it an island in the eastern part of the City.

The project site is surrounded, except directly to the north, by the residential areas of Potrero Hill. Except for the City housing project on the southeastern side of Potrero Hill, the residential areas are primarily privately owned single and multiple unit buildings including some 10 to 20 unit apartment houses. The buildings range from Victorian to modern multiple apartments. Recently there have been proposals for upper middle income apartment developments on Rhode Island and Pennsylvania Streets, within several blocks of the project site.

The project site itself is bounded by Potrero Junior High School on the north and residential areas on the west, south and east. The residential buildings within two blocks of the project site range from one and two flat homes to apartment houses with three to ten or more apartments. These buildings range in height from one to four stories.

Immediately to the north of the Junior High School is an industrial area. Within that industrial area and three blocks north of the project site is Jackson Park, Which is currently scheduled for improvement by the City.

Small commercial shopping areas exist one and two blocks away to the southeast and northeast.

Some of the residences near the project site are in good repair and some need repair. The unpaved portion of Carolina Street adjacent to the project site is unplanted.

The residential buildings within three blocks of the project site range from those having no setback and street planting to 5 to 10 feet of setback with or without street planting.

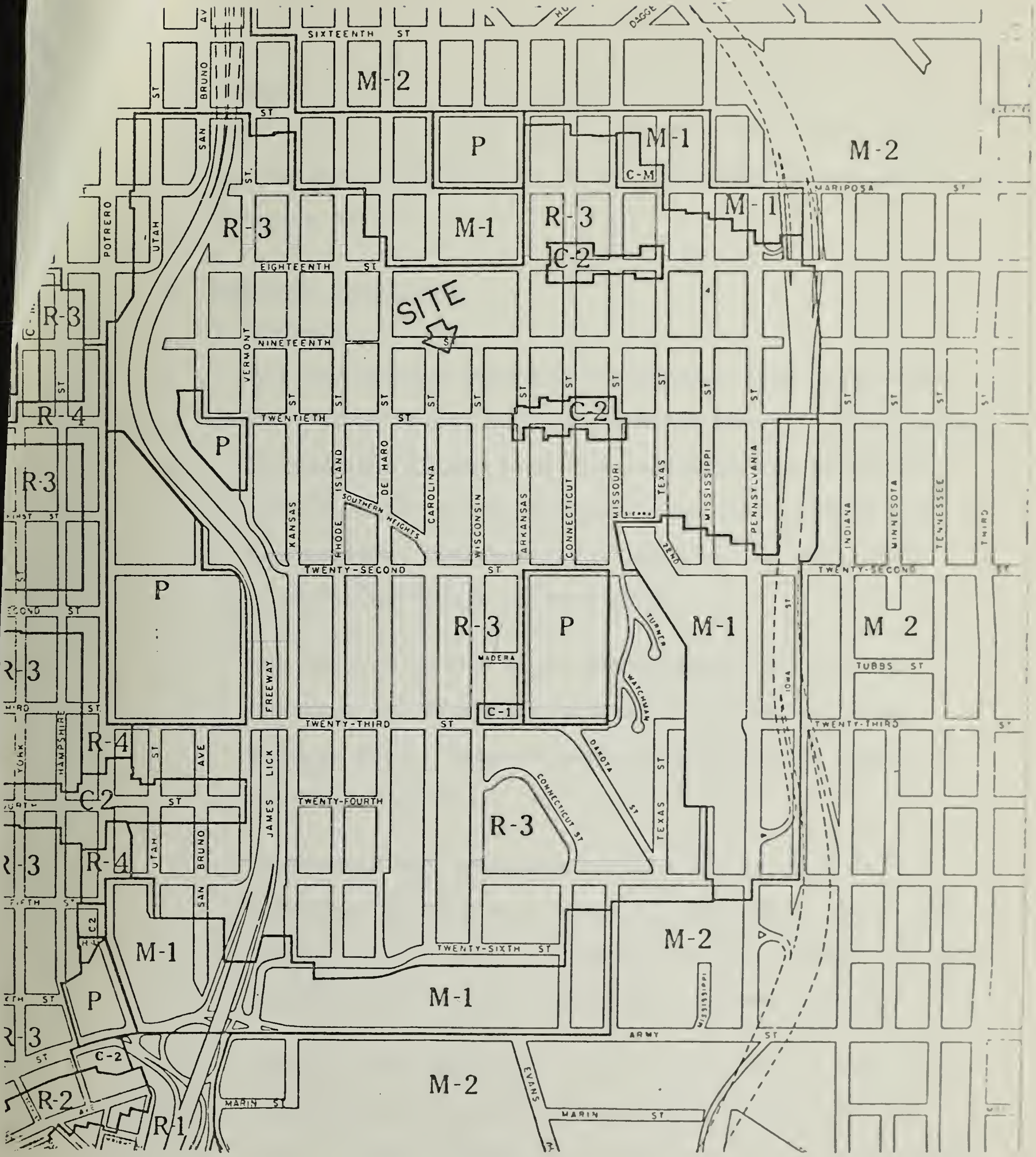
The site is within an R-3 (Low-Medium Density Multiple Residential) district, which allows a maximum of 100 units. All the residentially zoned portion of Potrero Hill is within the same R-3 district. See Plate 12.

1. Population Characteristics

The average population of the five closest blocks to the site is set forth in Section III. F. The economic status of the residents of these blocks is approximately $8,500.00 based on 1969 dollars*.

Potrero Hill is well integrated with residents of many races, creeds, religions, and national origins.

*1970 Census of Population and Housing Census Tract 207; San Francisco - Oakland, CA. Standard Metropolitan Statistical Area.
Table P-4 Income Characteristics of the Population.



VICINITY AND ZONING

F. Weather

The weather on Potrero Hill is quite mild. Due to the sheltered characteristics of the area, the site has moderate winds.

G. Man-Made Facilities

1. Streets

All the streets bounding the project site are paved and curbed except part of Carolina Street. The portion of Carolina Street near the southwest corner of the project site is too steep for vehicular traffic and is unpaved. Concrete steps traverse the west side of Carolina Street in this area.

The Potrero Junior High School grounds block both Carolina and Wisconsin Streets to the north of the project site. These streets continue north beyond the school grounds.

Nineteenth and Twentieth Streets are 60 feet wide. Carolina and Wisconsin Streets are 80 feet wide. All are two-way streets and because of their width Carolina and Wisconsin Streets have perpendicular parking.

Carolina and Wisconsin Streets have limited traffic. Nineteenth Street has a little more traffic but it also is quite limited as it does not go through to the

west after it reaches De Haro Street. Twentieth Street has more traffic, and like Mariposa, Seventeenth and Sixteenth Streets, three, four and five blocks to the north, is a main east-west connecting street. Traffic count information is in Appendix A.

2. Transit Service

Two San Francisco Municipal Railway routes currently provide transit service to the project area. The #53 Bus runs on Twentieth Street near the project site with the northerly terminal at Mission and Sixteenth Streets. Weekly service runs from 6:30 a.m. to 12:50 a.m. with 15 minute headways. Access to the Bay Area Rapid Transit District line is available on this line.

The #19 Bus route travels on De Haro Street, with its northern terminal at Fisherman's Wharf, and with its southern terminal at 23rd Street. Weekday service on this route is from 6:00 a.m. to 1:47 a.m. with headways at 5 to 20 minutes (during heavier travel periods). Both bus lines have stops within two blocks of the project site.

It is estimated that forty of the potential new residents will use the transit service.(4) This increase can be accommodated by the transit service.(5)

3. Utilities

Gas, electricity, water, sewer and telephone service

are currently available on the site or adjacent in the streets.(6)

III. THE ENVIRONMENTAL IMPACT OF THE PROPOSED ACTION

A. Land

The site, like most of Potrero Hill, is underlain by serpentine(7) bedrock. According to the Blume Report and the Community Safety Element of Comprehensive Plan, this site would have slight damage for a 1906 type earthquake.

The structural engineer for the proposed project, Richard Gould, (California License No. SE1439), states that the seismic effect of the proposed structures on the site should be minimal.

The extent of grading is shown in Plate 13.

There is presently no appreciable evidence of erosion on the site from water flow.

B. Water

At present, approximately 10% of the site has an impermeable cover. The project, as planned, would cause 50% of the site to have an impermeable cover. The change would have an effect on the storm drainage system.

The San Francisco Water Department feels the water supply is adequate to serve all the project's needs.(8)

PLATE 13

Grading Diagram

Notes

These sections are taken through the entire site at points within the lot which represent the average excavation and grading profile, i.e. 35' in from Wisconsin Street, showing buildings; and 60' in from Carolina Street, showing open space with buildings beyond.

It will be noted from this profile that there is a lowering of the finish grade in order to achieve the designed contours, while at the same time lowering the building heights.

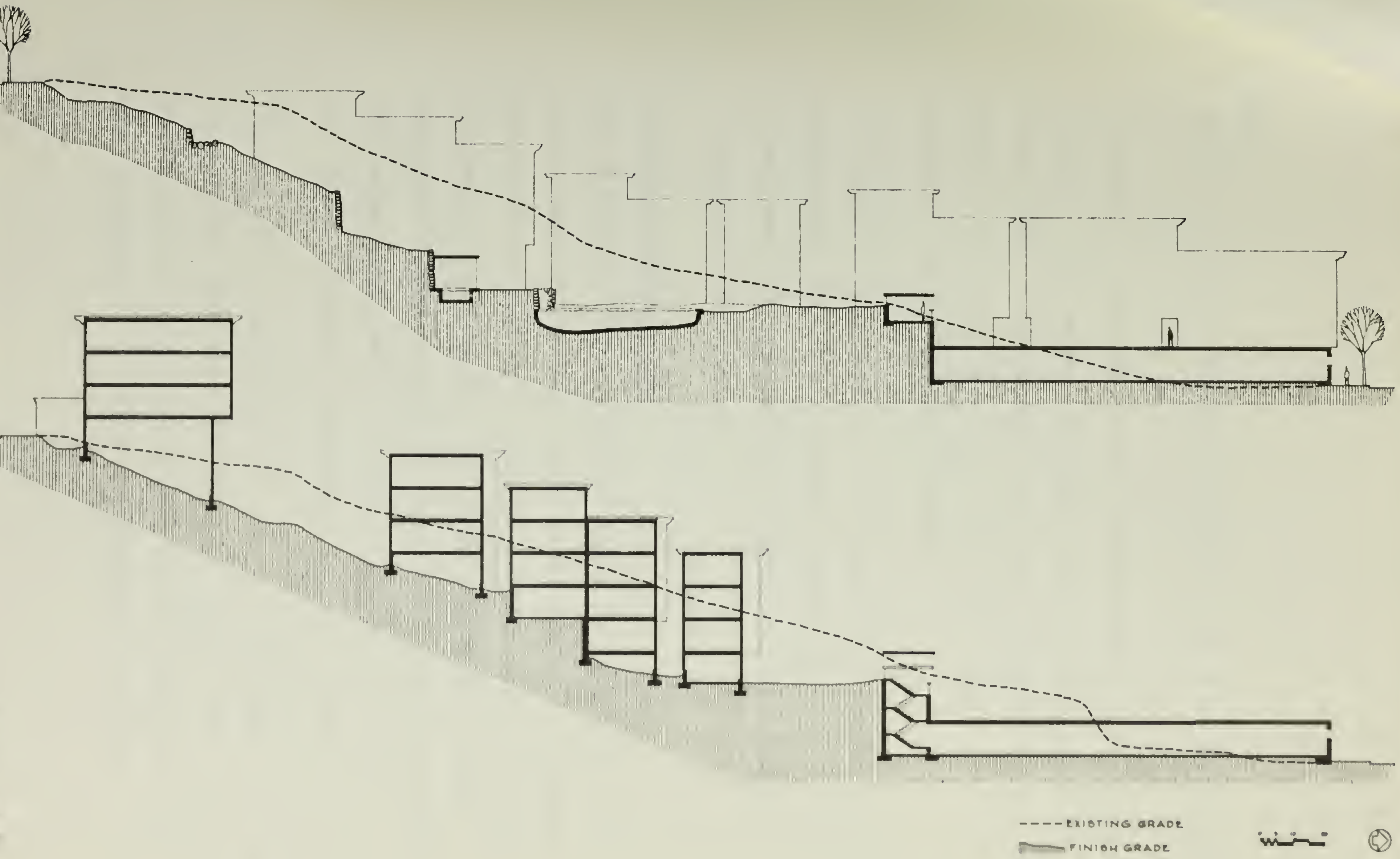


PLATE 13

C. Air

There will be an increase of carbon monoxide, hydrocarbon and nitrogen oxide in all streets surrounding the building site due to increased traffic generated by the proposed project. The largest increase would be on Nineteenth Street, due to the ingress and egress traffic to the main garage. It is not expected that these levels will be raised to "significant"(9) stages.

Atmospheric conditions in the vicinity of the site could temporarily deteriorate during construction due to airborne dust from grading and excavation. See Section V. A. regarding mitigation.

D. Plant and Animal Life

The proposed project includes plans for plantings of many ornamental and/or native plant species at ground level and on rooftops. This would increase the number of species represented. The plantings would include trees and shrubs as well as herbaceous flowering plants. The major shade impact on adjacent plants will be on the unpaved portion of Carolina Street. Plates 14 and 15.

The project as planned will increase the number and diversity of the plants in the immediate area. The release of water by the transpiring plants will be beneficial to the occupants of the site and immediate vicinity.

PLATES 14 and 15

Shadow Diagrams

Notes

These are schematic diagrams with the extent of shade depicted by outline.

Plate 14 shows the greatest shadow impact cast at approximately 9:30 a.m. during the month of December. The earlier sun is behind the hill to the south and east. Midday sun rotates the shadow impact into the site itself and casts nearly to the curb on the opposite side of 19th Street.

Note: Street lines as shown are curbs.

Plate 15 shows the afternoon impact for the same day (3:30 p.m.). However, it must be noted that during this period of low declination, the sun recedes behind the hill before casting any significantly greater shadow impact than that shown.

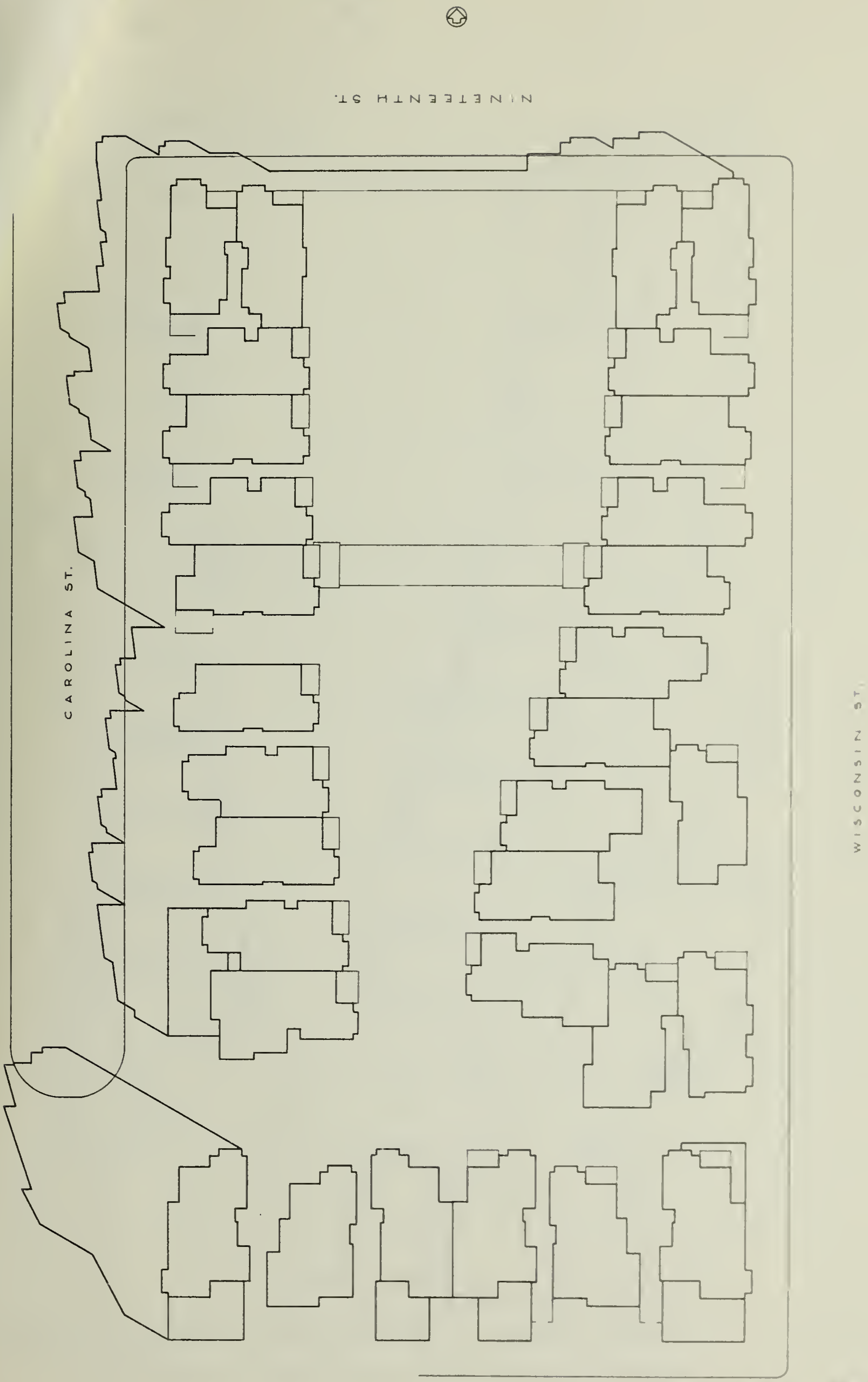


PLATE **14**

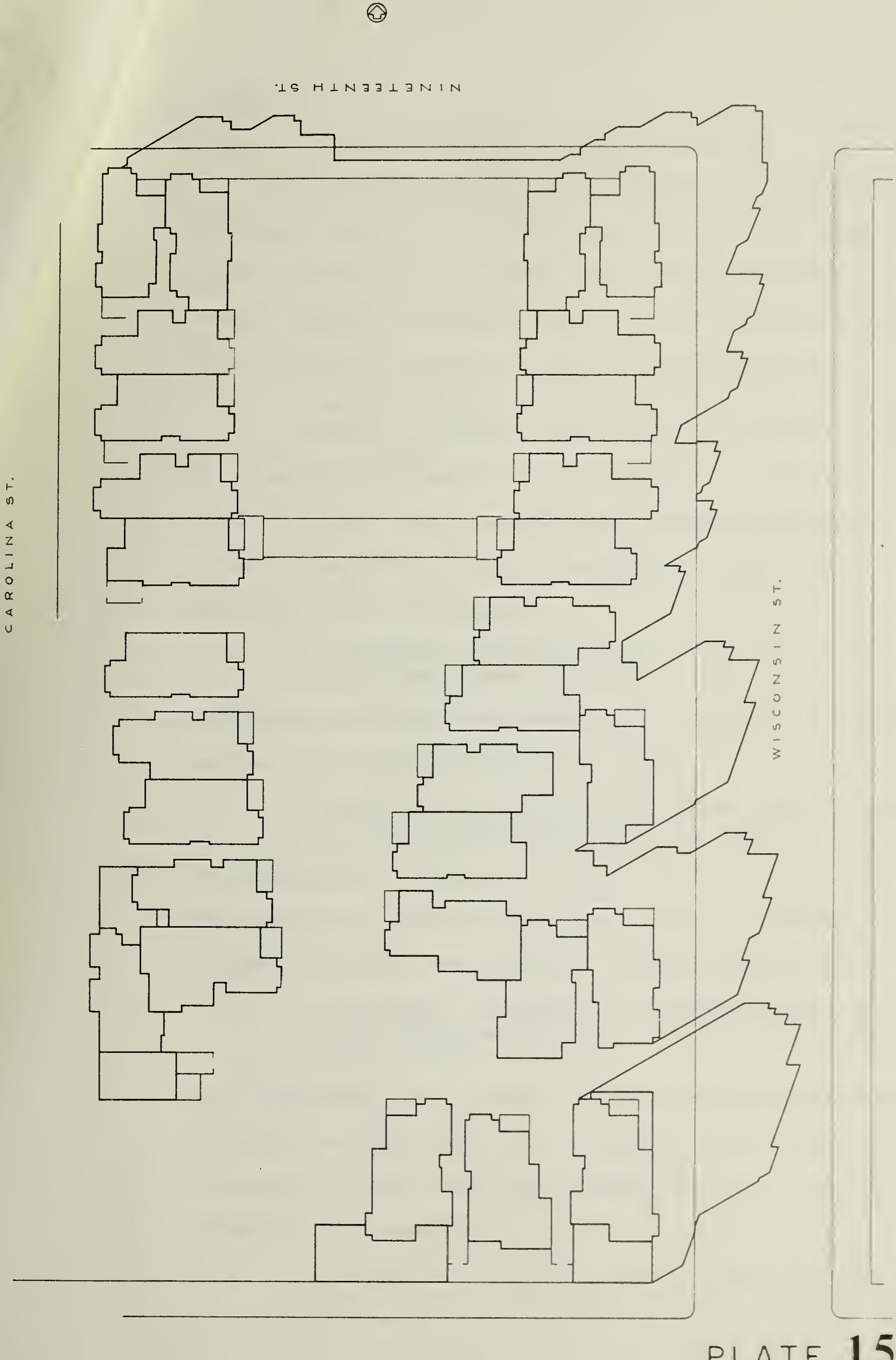


PLATE 15

E. Land Use

The proposed project reflects these principles of the Urban Design Element of the Comprehensive Plan:

1. External details in building facades, entries, stairways, retaining walls, and other features provide visual interest and enrichment and are consistent with the historic scale and texture of San Francisco.

   Fundamental Principles for Conservation #2, p.20. See I.D.-1 and 2, pp.3 and 4 and Plates 2 and 5.

2. To conserve important design character in historic or distinctive older areas, some uniformity of detail, scale, proportion, texture, materials, color and building form is necessary.

   Fundamental Principles for Conservation #3, p.20. See Plates 2 and 6.

3. Buildings which meet the ground and reflect the slope of the hill relate to the land form.

   Fundamental Principles for Major Development #7, p.34. See Plates 5, 6, 11 and 13.

4. Parking under buildings or in an inside court allows the building to help define the street and avoids the blighting visual effects of an exposed parking lot.

   Fundamental Principles for Neighborhood Environment #9c, p.45. See I.C. pp.1 and 2, I.D. 3, pp.4 and 5, Plates 2 and 3.

5. New development can enhance and preserve San Francisco's distinctive qualities if it is designed with consideration for the prevailing design character and the effect on surroundings.

   Fundamental Principles for Conservation #2, p.20. See I.C. pp.1 and 2; II, E, pp.7, 8 and 9; and Plates 2, 5, 8, 13, 14, 15.

6. New construction can have a positive effect on the area around it if it reflects the character of adjacent older buildings of architectural merit.

Fundamental Principles for Conservation #6, p. 21. See II, E, pp.7, 8 and 9; and Plates 5 and 8.

The buildings range in setback from zero to over 40 feet. Buildings would be kept within the allowable height limits defined by the Planning Code. This is consistent with the existing pattern in the general area which, as previously mentioned, consists of single family residences, two and three unit buildings and multiple apartment structures.

F. Population

There is no present population on the site. The proposed project would add a maximum of 91 housing units to the area. This would bring an increase of 213 people.(10)

Surrounding residential blocks have the following numbers of units and estimated population:

Existing Units	Vacant Lots	Probable Maximum Units*	Population*
76	5	86	201
45	6	57	133
73	4	81	190
60	7	74	173
44	8	60	140

*Based on an average of two units per vacant lot and the existing units times 2.34 persons per unit.

G. Services

1. Recreational Activities

There are two large parks, Jackson Playground and Potrero Hill Playground, within four blocks of the project site. With the recreational facilities provided on the site there should be minimal impact on these existing parks.

2. Education

The expected extra pupil load can be accepted by the San Francisco school system.(11)

3. Police and Fire Protection

The Southeastern Police Station is located at Twentieth Street and Third Street, about 11 blocks away from the project site. The fire station nearest the proposed project is located on Wisconsin Street within two blocks of the project site. The existing police and fire protection are adequate to cover the proposed project.(12)

Discussions with the San Francisco Water Department and Fire Department indicate the water supply system is capable of servicing the proposed project regarding fire protection.(13)

The developer has planned for an access road which would be available to the Police and Fire Departments so that they could bring their vehicles into the center of the project if necessary. Plate 2.

4. Liquid and Solid Waste Disposal

   a. Liquids

      There will be an increased demand placed upon the North Point Pollution Control Plant which will receive the sewage from this project. This will be mainly during the peak wet weather periods.

      Since the City storm drainage system and sewage drainage system are combined, peak wet weather flow is discharged into the San Francisco Bay. The San Francisco Bay Regional Water Quality Control Board has cited the North Point Plant because it does not comply with required water quality standards under these circumstances. Implementation of the Wastewater Master Plan,(14) which calls for eventual phasing out of the North Point Treatment Plant, will ultimately lead to substantial compliance with the requirements of the Water Quality Control Board. In the interim, the sewage produced by the subject project will not be a significant addition to the present overflow situation.

b. Solids

Solid waste that would be generated by the project is estimated at 600 pounds per day. Such waste would be picked up by the Sunset Scavenger Company and transported to a disposal site in Mountain View. This site is a sanitary land-fill operation being carefully monitored for water pollution (State Water Quality Control Board) and sanitation (State Health Department). It is expected that this site will be in operation for the next 5 to 7 years.

H. Utilities

The proposed project would utilize the existing trunk service lines. It is anticipated that electric power service will be underground wherever possible.

The connected kilowatt load will be 31.2 KVA/unit x 91 units = 2840 KVA. The anticipated daily and annual electric load distribution curves* are given in Plates 16 and 17. The estimated average kilowatt hours of monthly consumption required to service all electrical needs (including electric kitchen and space heating) would be approximately 59,000 KWH, or 0.62 KWH per sq. ft. of interior floor space.

Natural gas would be used only for heating individual hot water supply and the swimming pool. Plates 18 and 19 show daily and annual gas consumption curves. The estimated average daily consumption of such fossil fuel would be approximately 118 BTU

*Based on conversations with PG&E engineers.

AVERAGE
DAILY ELECTRICAL CONSUMPTION

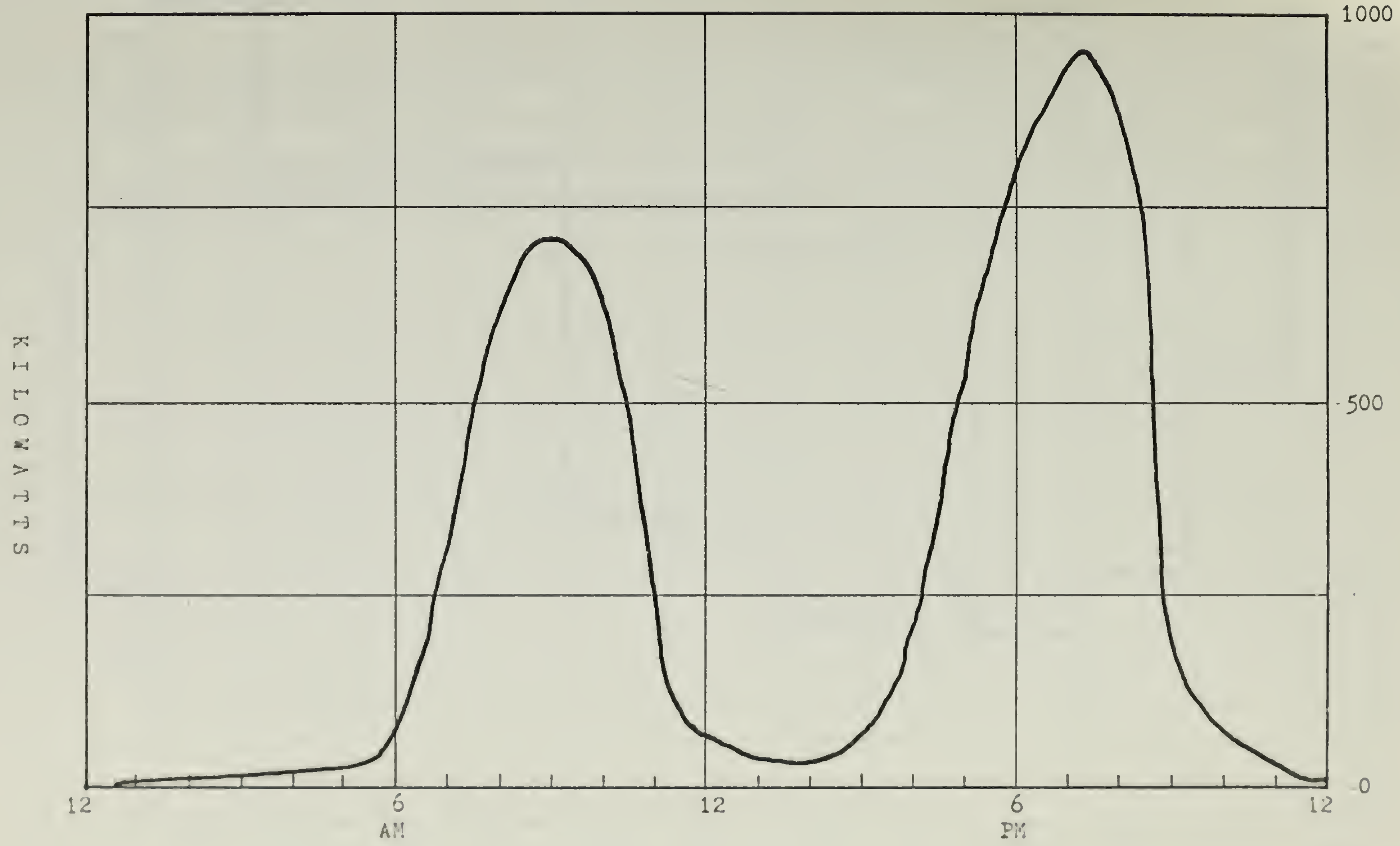


PLATE 16

Annual Power Consumption by Month

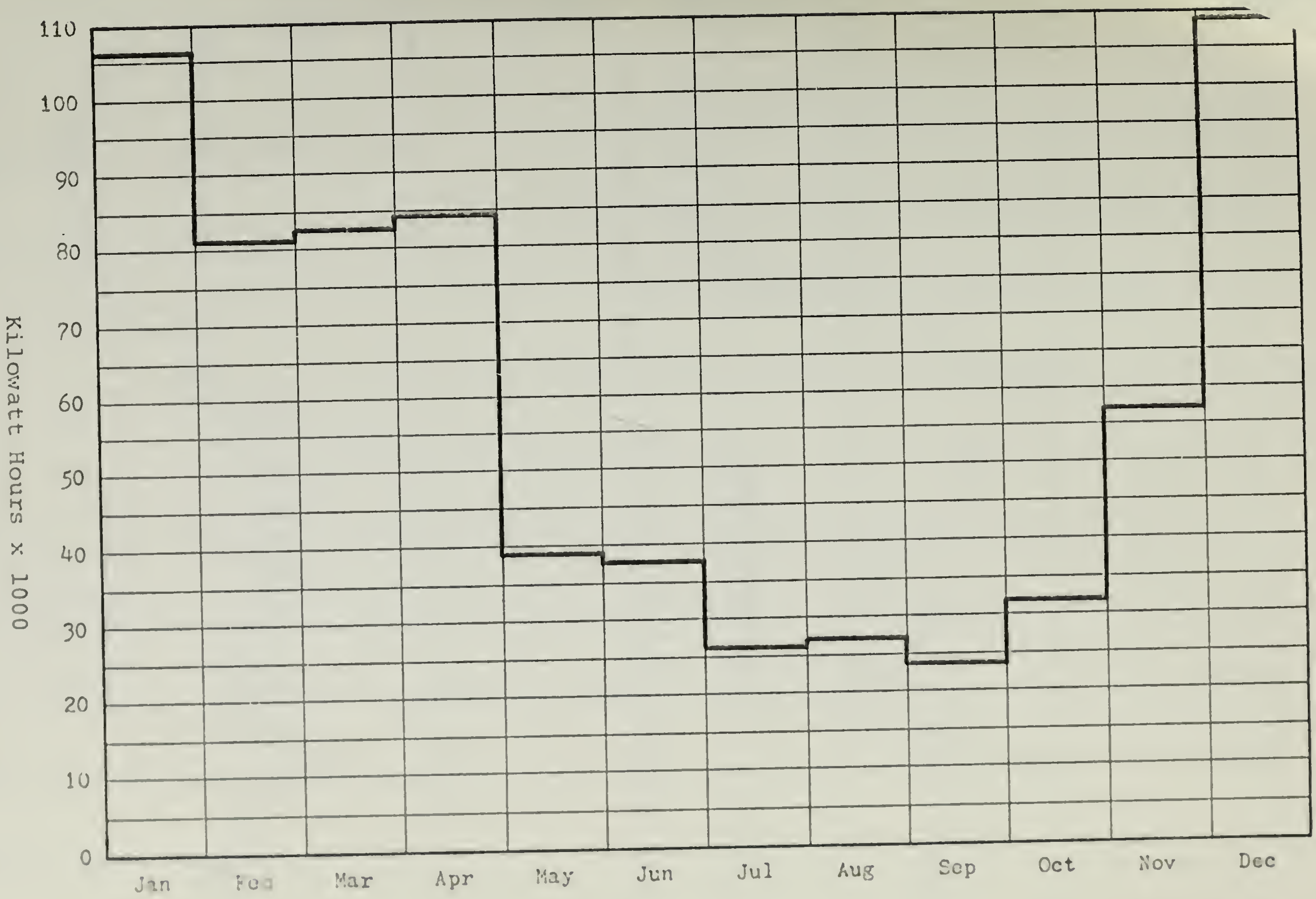


PLATE 17

RESIDENTIAL GAS WATER HEATING
DAILY LOAD CURVES - TYPICAL WEEKDAYS
AVERAGE YEAR 1967-1968 WINTER AND SUMMER
SAN FRANCISCO BAY AREA
P.G.&E.

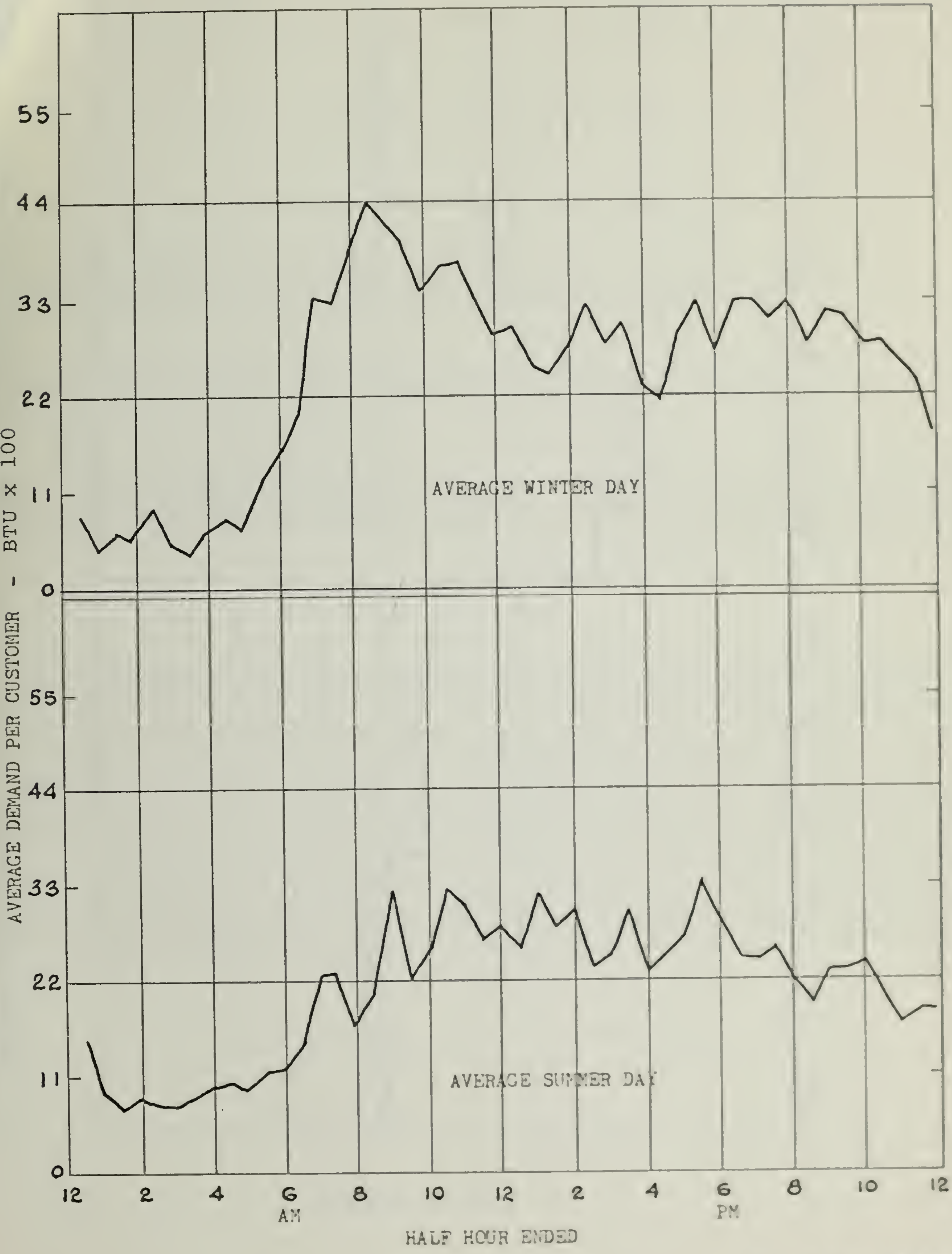


PLATE 18

AVERAGE ANNUAL NATURAL GAS CONSUMPTION

Note: BTU stands for "British Thermal Unit", which is defined as the quantity of heat requ
to raise the temperature of 1 lb. of water 1 degree F. at or near 39.2 degrees F.

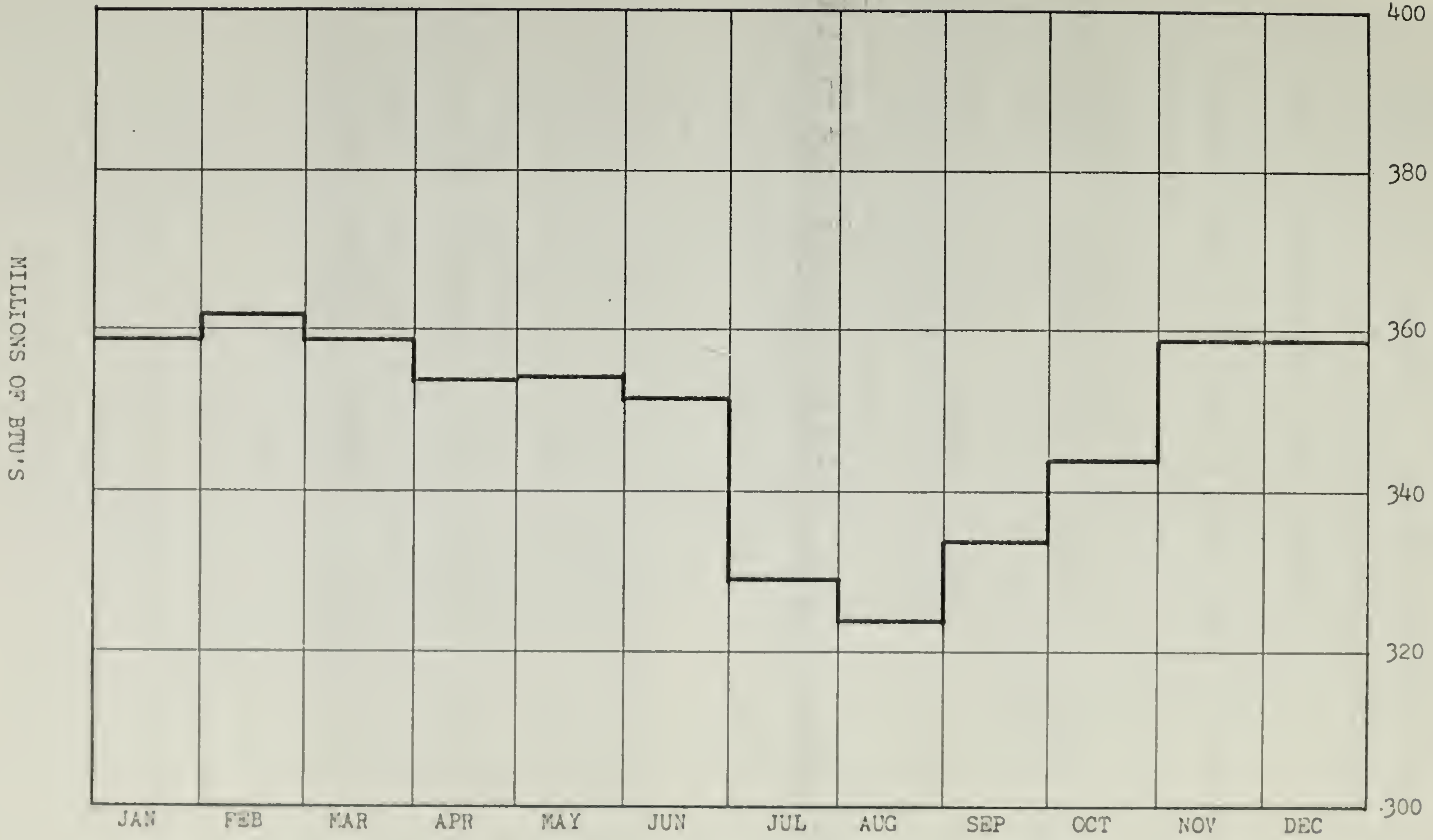


PLATE 19

AVERAGE ANNUAL NATURAL GAS CONSUMPTION

Note: BTU stands for "British Thermal Unit", which is defined as the quantity of heat requ
to raise the temperature of 1 lb. of water 1 degree F. at or near 39.2 degrees F.

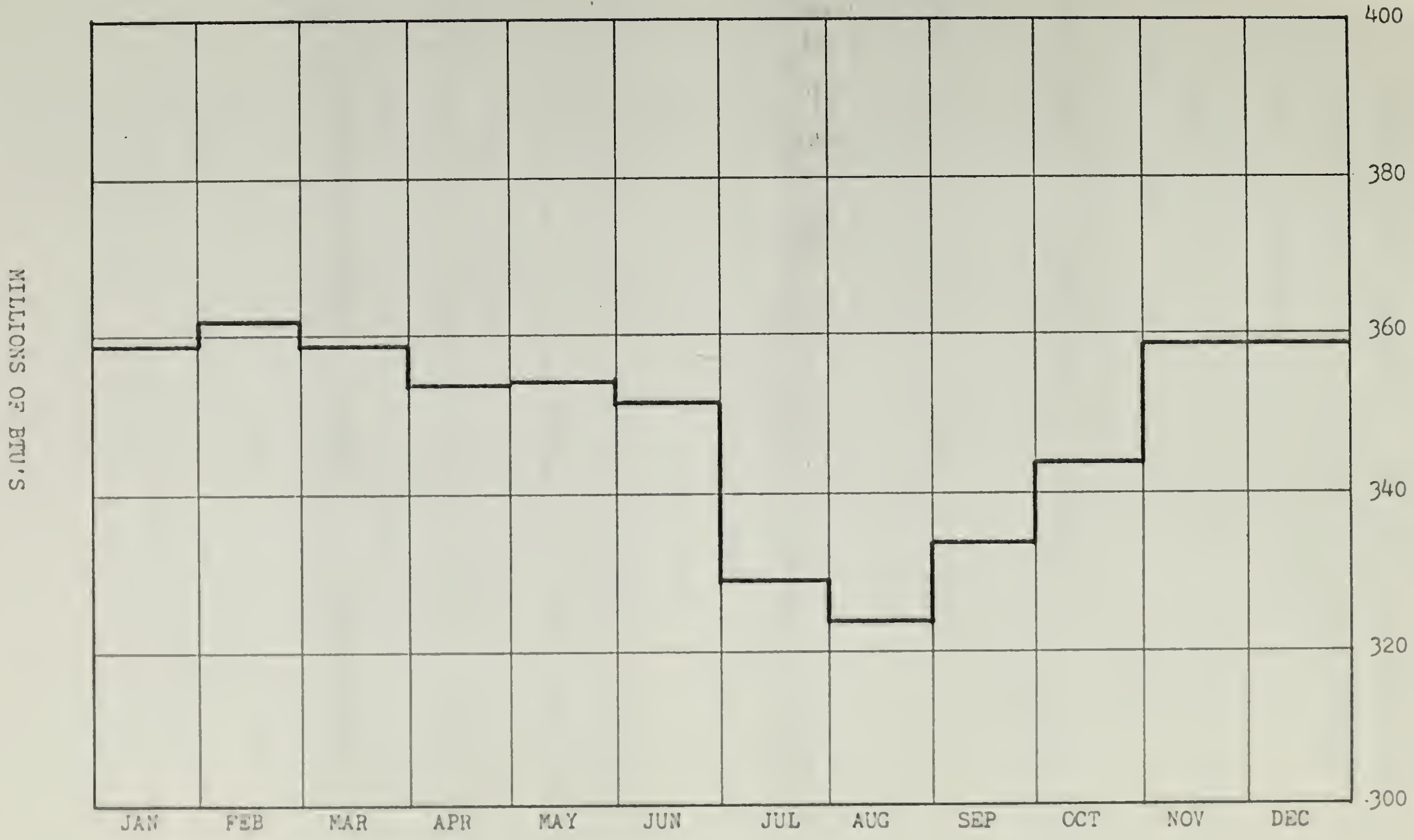


PLATE 19

per sq. ft. of interior floor space. It is expected that the natural gas consumption for the peak half-hour period (estimated to be 8:00 to 8:30 a.m.) in an average winter day would be approximately 425,000 BTU.

Anticipated water consumption would amount to approximately 14,500 gallons per day (70 gallons per day per person).

The Pacific Gas and Electric Company states that sufficient gas and electricity are available for the project.(15)

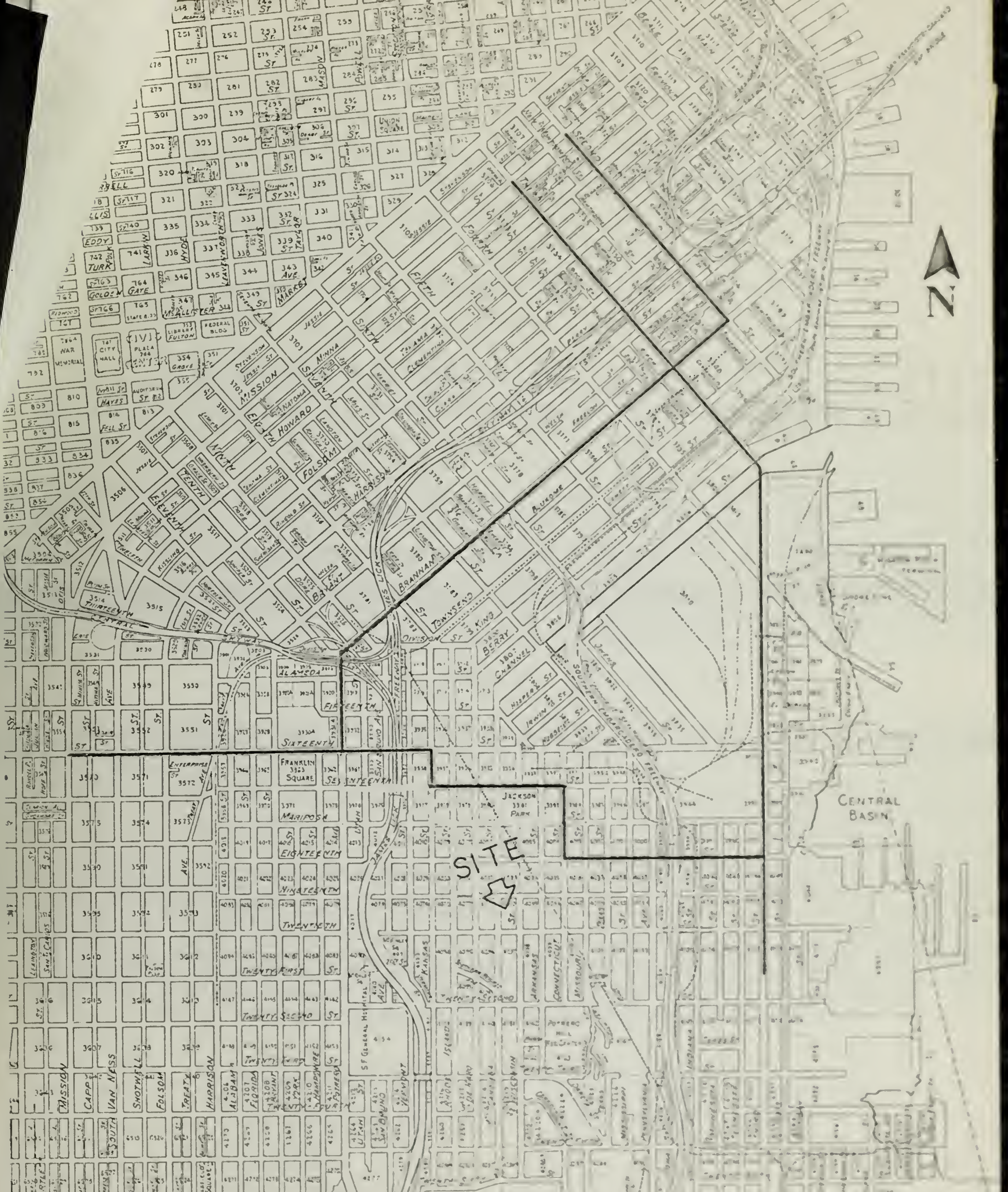
I. Transportation and Circulation Systems

1. Existing Systems

The nearest transit preferential streets are Seventeenth Street from Kansas Street to Connecticut Street, Connecticut to Eighteenth Street, and along Eighteenth Street to Third Street (Plate 20).

A traffic count was done on the four streets that border the project site on October 31, 1974, and November 1, 1974. Traffic was counted from 7:30 to 8:30 a.m. and from 4:00 to 6:00 p.m. Parked vehicles on both sides of the subject street were also counted during those periods. The traffic count summary is in Appendix A.

The San Francisco Department of Traffic Engineering states that, generally, 6 trips and 8 trips would be generated daily from two-bedroom and three-bedroom units respectively. These would include mail deliveries



TRANSIT PREFERENTIAL STREETS

PLATE 20

and repair services and solid waste removal, as well as unit owner travel.

It is expected that the majority of this movement will originate and terminate near the main garage entrance on Nineteenth Street. The capacity of Nineteenth Street is estimated at 500-600 vehicles per hour.(16)

The other streets should have much lower traffic generated from the project as the movement of vehicles is expected to be to the north, northwest and northeast,(17) (downtown and the nearest freeway on-ramps are in these directions). Local bus service is described in Section II. G.2.

2. Parking Supply and Demand

The parking count in Appendix A indicates the parking ranges from zero to two cars on the project side of the boundary streets.

There is similarly little existing parking on the opposite sides of Nineteenth and Twentieth Streets.

Across Carolina and Wisconsin Streets, in front of the existing residences, there is more parking of vehicles.

The proposed project would provide approximately 98 off-street parking spaces. Zoning requires 91 spaces for the units planned. Access to these off-street spaces will cause the loss of about 12 on-street spaces.

J. Cultural Facilities and Aesthetics

There are no known historical or archaeological sites in the project area.(18) If anything of potential significant value is found during construction, the applicant states that the contractor will be instructed to stop all activity in the area until steps are taken to preserve such items. There are no existing or potential historical landmarks on the project site.(19)

The applicants plan to formally request that they be allowed to landscape and maintain the unpaved and undeveloped portion of Carolina Street into a view park for the neighborhood.

The primary view from the project site and the nearest blocks to the site is northward, from the northwest to the northeast. By putting the majority of the parking underground, instead of under each unit, the overall height of the project is reduced, and the view by the surrounding neighbors is enhanced. The units directly across Twentieth Street from the project will have their

view affected. See Section V. F. for mitigation. There are three residences on Twentieth Street directly across from the project site. Plan B, as described in Section I. C., would open about one half of the view along Twentieth Street. See Plate 4.

K. Health and Safety

1. Noise and Vibration

Normal construction noise will be generated during construction activities. The greatest noise will result from the excavation equipment. Construction activities will be in compliance with San Francisco noise ordinances. The following tabulation lists noise levels for equipment to be used in the construction of the project:

Equipment	Noise Levels at 100 Feet From Observer (dBA)[20]
Truck	85
Scraper	83
Crane	83
Concrete Mixer	80

2. Construction Hazards

Hazards during the construction of the project normally expected include accidental utility damage, bulkhead or slope failure, et cetera. Shoring would be implemented where necessary on any excavated area.

The steepness of the site can provide some construction hazards, such as slippage of stored material, imbalance

of vehicles, etc. The applicant has made certain plans in this regard. (See Section V. B.). No special construction hazards are expected.

L. Objectives of the Comprehensive Plan

1. Urban Design Element of the Comprehensive Plan for the City and County of San Francisco

The Urban Design Element stresses that new development be "... designed with consideration for the prevailing design character and the effect on surroundings..." and states that in order to conserve important design character in "... distinctive older areas, some uniformity of detail, scale, proportion, texture, materials, color and building form is necessary". The Victorian aspect of the project is a design consistent with the design character of the surroundings.

2. Citizen Involvement

In March, 1974, the applicant invited Potrero Hill residents, including the real property owners living within 300 feet of the site and officers of local organizations, to view the initial plans and model of the development.

Since that time there have been other meetings by citizens concerning this project and other areas of Potrero Hill.

ANY ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSAL IS IMPLEMENTED

A. The following conditions would have a slight adverse effect on the environment during construction of such a project:

Temporary Construction Noise and Dust.

Temporary Construction Hazards.

Decreased air quality from some construction activities.

B. The following conditions would have a minimal adverse effect on the environment if the project is implemented:

Increased demand for water, electricity and natural gas.

Increased demand for the disposal of solid waste.

Increased storm runoff and sewage.

Increased demand for curb-side parking and street use.

Loss of views and open space, primarily from adjacent up-hill properties.

Increased height and bulk from that which presently occupies the site.

TIGATION MEASURES PROPOSED TO MINIMIZE THE IMPACT

Adverse Environment Effect	Mitigating Design Feature
A. Construction Noise and Dust	a. Powered construction equipment would be operated at a noise level below 85 dBA, measured at 100 feet, the minimum requirement for all equipment other than moving vehicles, e.g. trucks, under the San Francisco Noise Ordinance. b. Tools and equipment would be muffled as provided by the Ordinance. c. Night construction work will be limited and restricted to activities that do not exceed the ambient noise level by more than 5 dBA, unless a special permit has been granted by the Public Works Department. d. Dust would be minimized by watering as needed.
B. Construction Hazards	Part of the fabricating of the buildings will be done on the level main garage roof. A crane would be used to transport materials from the garage roof to the various building sites. This would decrease the use of vehicles on the slopes. Precautions will be taken to separate passersby and observers from potential construction hazards.
C. 1. Demand for Water Consumption	Water in the streams would be recycled.
2. Demand for Electricity Consumption	Outside lights will be 12 volt wherever possible. Heat saving aspects of insulation and architectural design of units would be stressed. The placement of 3 units vertically would cause a higher floor temperature for the upper units in winter and therefore decrease the use of energy for space heating.

3. Demand for Natural Gas Consumption	Lowering the pool temperature and the use of a temporary cover would be measures taken during the colder parts of the year.
D. Disposal of Solid Waste	Trash compactors are planned in each unit.
E. Curbside Parking and Street Use	This project reduces curb cuts by putting over 75 cars into a large garage with one entrance/exit. Landscaped sidewalk projections and landscaped sidewalk areas are planned.
F. Views and Open Space	Much of the parking would be combined and mostly underground. This avoids putting the vehicles in a garage under each unit, which would have added at least 10 feet to the overall height of such buildings. Several buildings near the center of the block are set back up to 40 feet from the property line. This allows the first floor of such buildings to be below street level and thereby lowering the roof line. Since the view is primarily to the north the views most adversely affected would be those uphill, to the south of the project. The buildings across Twentieth Street from the project are most affected. The applicant hopes to further reduce this impact by building Plan B of the project (Plate 4). See Section I.C. This plan would eliminate the 3 westernmost buildings along Twentieth Street and add one building above the garage at the cul-de-sac on Carolina Street.

Roofs of the buildings would be flat, except where a gable effect is desired for a more pleasing design.

Extensive plantings of trees, shrubbery and flowers are planned to mitigate the loss of open space (Plate 2).

G. Height and Bulk

As mentioned in Sections I.C. and III.J., the overall height of the buildings has been kept lower by 1) placing most of the parking together and underground, and 2) setting several buildings back from the street which allows for 1) some units to have the first floor below street level, and 2) some small garages between the units and the street.

Plantings on the sidewalks, in setback areas and the common areas would be used to minimize the height and bulk of the buildings.

Victorian trim would be used to accent interest in the buildings. The building facades, on the street side, would be varied in design, including bay windows, individual trim on separate windows, and distinctive roof lines.

The majority of the buildings would be detached from one another emphasizing the separate character of the buildings.

Different color combinations and the use of stained glass windows will further individualize each building.

ALTERNATIVES TO THE PROPOSED PROJECT

The site is zoned R-3, which would allow for a maximum of 100 units.

ALTERNATIVE A - No Project

This would leave the site in its present condition. See Plate 8.

There would be no increase in the number of available housing units in San Francisco. The tax revenues that would be generated by the property taxes on the proposed buildings would not be available to the City.

There also would not be the construction and maintenance jobs available if the project is not built.

ALTERNATIVE B - More Units (Planned Unit Development)

The maximum number of units under present zoning is 100 units. Some of the considerations in the 91 unit plan, Plan A, (Plate 2), as opposed to the maximum density of 100 units are:

1. The view corridors, both from and through the project, and open space would be reduced by the addition of 9 more units (three buildings).

2. Additional parking would be required. This would necessitate raising one or more buildings to accommodate this parking, thereby raising the

height of the project. Also additional curb cuts would be required which would reduce on-street parking.

3. The planting areas would be reduced.

ALTERNATIVE C - Less Units (Planned Unit Development)

As indicated in Sections I.C. and III.J., the applicant desires to build Plan B, (Plate 4), consisting of 87 units, if financially feasible. Some of the considerations in this decision are:

1. The open space at the southwest corner of the site visually combines well with the undeveloped portion of Carolina Street.

2. The open space and planted areas are increased.

3. The ratio of units to parking stalls is not adversely affected.

4. Some of the best view units would be lost. However, the remaining units could be slightly enlarged.

The alternative of building even fewer units than 87 was considered. However, the great majority of the basic costs, of the estimated total project cost of $3,700,000.00, such as the main parking garage, slope preparation, bulkheads, and street and sidewalk work, would be incurred in any event.

Also the advantages of certain common construction, such as stairways serving two buildings, would be lost. Thus, this alternative was not selected because the ensuing individual unit selling price would be higher than the anticipated market demand. The original range of the sale prices for the units was $35,000.00 to $55,000.00.

ALTERNATIVE D - Subdividing the Site

Considerations that went into rejecting this alternative included:

1. There would probably be no combining and sharing of the open space. This would rule out the tennis courts, swimming pool and large open planted areas.

2. Each building and lot would be required to meet City requirements, including parking, rear yards, etc. This would mean combined underground parking would not be feasible. Each building would probably have the garage on the ground floor. Thus, even a two unit building would be three stories high.

3. Other advantages of a planned unit development would be lost, including the inability to set back some of the buildings toward the middle of the block and to vary their location so that view considerations are fully realized.

ALTERNATIVE E - Rental Units

This alternative was not selected because:

1. The construction and money costs are expected to make the rents higher than market demand anticipated in this area.

2. Since there are both owner occupied residences and apartments and flats in the surrounding area, the owned flat concept would be compatible with the neighborhood.

ALTERNATIVE F - A Public Park

A public park, constructed and maintained at public expense, has been considered. There currently are no plans or funds for the creation of such a public park in this area. There are three public parks within a few blocks of the site. Jackson Playground is two blocks to the north. McKinley Square is four blocks to the west, and Potrero Hill Playground is two and one half blocks to the southeast.

This is not cited as a high need neighborhood in the Recreation Open Space Element of the Comprehensive Plan.

The possibility of others using the recreational facilities of the project has been discussed, including regular tennis lessons for children. The conclusion reached was the owner of the units will own the recreational facilities; therefore, their decision would be the controlling one.

THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

Development of the site as planned would be a contribution toward meeting the City's short and long term housing needs. It does preclude other options for use of this land; however, there are no other known economically viable proposed alternatives for this site and as the use is consonant with the Comprehensive Plan, no advantage would be obtained by deferring decision on use of this site for the future.

VIII. ANY IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED

Certain non-renewable energy and material resources will be expended during the project construction and operation of the buildings. The amount of each resource is, by itself, a very small increment of the total amount of that resource available.

IX. THE GROWTH-INDUCING IMPACT OF THE PROPOSED ACTION

The project will increase the area's population by approximately 213 people. It is anticipated that the proposed units would primarily attract residents who already reside in San Francisco; therefore, the proposed project is not expected to contribute significantly to the population growth of San Francisco.

X. ENVIRONMENTAL IMPACT REPORT, AUTHORS, CONSULTANTS AND SOURCES OF INFORMATION

San Francisco Department of City Planning, Dr. S. Bendix, Environmental Review Officer; Douglas Holmen, Coordinator	Environmental Impact Report Authors
Raymond E. and Marcelle J. Bright 435 Vermont Street San Francisco, California	Owners, Applicants and Developers
Richard Myers 198 Mississippi Street San Francisco, California	Contractor and Design and Building Consultant
Richard B. Gould 363 Miller Creek Road San Rafael, California	Structural Engineer
Pacific Gas & Electric Company 245 Market Street San Francisco, California B.J. Ottoboni, District Representative	Utilities and Services
San Francisco Sanitary Engineering Division Department of Public Works 525 Golden Gate Avenue San Francisco, California Mervin R. Francies	Utilities and Services
San Francisco Water Department 1990 Newcomb Avenue San Francisco, California K.R. Boyd, Manager	Utilities and Services
San Francisco Fire Department Headquarters, 260 Golden Gate Avenue San Francisco, California Rene A. Gautier, Asst. Chief of Department, Division of Planning and Research Emmet D. Condon, Fire Marshall Gilbert G. Bendix, Superintendent, Bureau of Engineering and Water Supply	Utilities and Services

San Francisco Police Department Southeastern Station Captain Peter Conroy	Services
Sunset Scavenger Disposal Company Dino Queirold, Vice President	Solid Waste Disposal
San Francisco Assessor's Office City Hall, Civic Center San Francisco, California	Taxes
San Francisco Municipal Railway 949 Presidio Avenue San Francisco, California Carl C. Barton, Transportation Superintendent	Municipal Transportation
Geology of the San Francisco North Quadrangle, California Map 1-272 Department of the Interior United States Geological Survey	Geology
Woodward-Lundgren & Associates 2730 Adeline Street Oakland, California	Consulting Engineers and Geologists

FOOTNOTE REFERENCES

1. The City Planning Code provides for authorizing the conditional use of a site where the contemplated arrangement of structures and open space makes it desirable to apply regulations and requirements differing from those ordinarily applicable under the Code.

2. Applicants are in the process of applying for a Planned Unit Development Permit as the one block area qualifies for such a designation.

3. See Appendix "B".

4. Based on the modal split as per conversation with Charna Staton, Department of City Planning.

5. Discussions with Mr. Carl C. Barton, Transportation Superintendent, San Francisco Municipal Railway.

6. Based on communications with Mr. B. J. Ottoboni, District Representative, Pacific Gas and Electric Company. Conversations with Mr. K. R. Boyd, Manager, San Francisco Water Department.

7. Serpentine: essentially hydrous magnesium silicate, usually dull green.

8. See note 6.

9. "Significant" carbon monoxide air pollution, as defined in Air Quality Category Designation of the Bay Area Air Pollution Control District, begins when carbon monoxide levels are greater than 10 ppm for eight hours. The other pollutants are regional in impact rather than local.

10. Estimates of population are based on 2.34 persons per dwelling unit, which is based on Census Data for San Francisco from "Census Summary and Analysis, San Francisco, 1970, San Francisco Department of City Planning, 1971.

11. Based on conversation with Ivor Callaway, Supervisor of Senior High Schools, San Francisco Public Schools.

12. Discussions with Captain Conroy, San Francisco Police Department, and Gilbert G. Bendix, Superintendent, Bureau of Engineering and Water Supply; Rene A. Gautier, Assistant Chief of Fire Department, Division of Planning and Research and Emmet D. Condon, Fire Marshall.

13. See notes 6 and 12.

14. "Draft Environmental Impact Report and Statement: San Francisco Wastewater Master Plan", February 1974, City and County of San Francisco and U. S. Environmental Protection Agency.

15. See note 6.

16. Information obtained from Richard Evans, San Francisco Department of Public Works.

17. Downtown and most shopping areas are in these directions, as well as the nearest freeway on and off ramps.

18. Discussions with Mr. Ed Michaels, Department of City Planning.

19. Discussions with Mr. Ed Michaels, Department of City Planning.

20. dBA (decibel): The usual unit for measuring the relative loudness of sounds, being approximately the smallest degree of difference of loudness ordinarily detectable by the human ear, the range of which includes about 130 decibels.

    "Noise From Construction Equipment and Operations", NTID 300.1, December, 1971.

APPENDIX A

PARKING AND TRAFFIC COUNT

On The Streets Surrounding The Proposed Project And The Intersections Thereof

Carolina	Parking WestSide	Parking EastSide	North-bound	North-bound then right turn	South-bound
10/31/74 Thur.					
7:30-8:30 am	9	1	3	1	1
4:00-5:00 pm	5	0	1	0	2
5:00-6:00 pm	6	0	0	3	2
6:00-6:30 pm	3	0	0	0	1
11/1/74 Fri.					
7:30-8:30 am	7	0	2	1	3
4:00-5:00 pm	8	1	2	1	5
5:00-6:00 pm	10	1	6	1	5
6:00-6:30 pm	8	1	1	1	3

Wisconsin	Parking WestSide	Parking EastSide	North-bound	North-bound then left turn	South-bound	South-bound then right turn
10/31/74 Thur.						
7:30-8:30 am	0	10	3	1	6	0
4:00-5:00 pm	0	5	7	0	4	2
5:00-6:00 pm	0	10	8	2	3	2
6:00-6:30 pm	0	10	0	1	0	0
11/1/74 Fri.						
7:30-8:30 am	0	9	0	5	4	2
4:00-5:00 pm	0	6	3	1	5	0
5:00-6:00 pm	0	7	10	2	5	0
6:00-6:30 pm	0	8	1	1	4	0

Traffic Counter
Clinton Bergum

Nineteenth	Parking NorthSide	Parking SouthSide	West-bound	Westbound then left turn	East-bound	Eastbound then right turn
10/31/74 Thur.						
7:30-8:30 am	1	0	26	1	8	0
4:00-5:00 pm	2	0	20	1	14	4
5:00-6:00 pm	3	0	19	1	11	2
6:00-6:30 pm	1	0	7	0	2	0
11/1/74 Fri.						
7:30-8:30 am	0	0	29	0	15	1
4:00-5:00 pm	0	0	13	4	8	2
5:00-6:00 pm	0	1	17	1	12	4
6:00-6:30 pm	0	0	3	2	3	1

Twentieth	Parking NorthSide	Parking SouthSide	West-bound	Westbound then left turn	East-bound	Eastbound then left turn
10/31/74 Thur.						
7:30-8:30 am	2	0	40	3	49	1
4:00-5:00 pm	2	0	98	2	75	1
5:00-6:00 pm	2	0	77	3	56	1
6:00-6:30 pm	2	0	31	2	25	1
11/1/74 Fri.						
7:30-8:30 am	1	1	43	4	58	0
4:00-5:00 pm	2	0	76	2	51	1
5:00-6:00 pm	1	0	78	4	58	2
6:00-6:30 pm	1	0	25	1	29	2

Traffic Counter
Clinton Bergum

APPENDIX B

WOODWARD-LUNDGREN & ASSOCIATES
CONSULTING ENGINEERS AND GEOLOGISTS
AN AFFILIATE OF WOODWARD-CLYDE CONSULTANTS

0 Adeline Street
kland, Ca 94607
(415) 444-1256

P.O. Box 24075
Oakland, Ca 94623

November 6, 1974

Project: S-13094

Victoria Mews Consortium
198 Mississippi Street
San Francisco, California 94107

Attention: Mr. Richard Myers

Gentlemen:

VICTORIA MEWS PROJECT
19th and Wisconsin Streets
San Francisco, California

This letter confirms our preliminary opinion, based on our initial investigation of the site, that the subject project appears feasible from a soil engineering point of view provided the existing site conditions are properly taken into account in the design and construction of the project.

As we have discussed with you and Richard Gould, Structural Engineer, a major portion of the existing, loose fill on the site should be removed and recompacted. This extensive regrading plan is expected to significantly improve the stability of the site and provide support for the proposed structures.

We understand that our preliminary recommendations for regrading of the site and for building support are compatible with the project concept and that we will continue as your geotechnical consultant throughout the design and construction phases of the project.

Very truly yours,

John R. McConnell

John R. McConnell
Senior Project Engineer

JRM:dp